

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/02565/FULL1

**Ward:**  
**Cray Valley West**

**Address :** 2 Oak Cottages Leasons Hill Orpington  
BR5 2LH

**OS Grid Ref:** E: 546974 N: 168546

**Applicant :** Mr J Brown

**Objections :** YES

### **Description of Development:**

Erection of detached two storey 2-bedroom house at land at side of 2 Oak Cottages. Alteration to porch at 2 Oak Cottages

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 20

### **Proposal**

The proposed dwelling will be situated to the west of No 2 Oak Cottage and occupy an area currently occupied by part of the side garden of No 2 and a detached garage. Two existing off-street parking spaces situated to the SW of the existing house will be retained which will be shared between the existing and proposed dwellings.

The proposed dwelling will measure 7.2m(l) x 5.0m(w) with a ridge height of approximately 7.4m. This will incorporate two bedrooms and will be of conventional two-storey design with a pitched roof. In addition, the side porch within the existing dwelling will be modified.

The application is accompanied by a Design & Access Statement and a Parking Survey.

### **Location**

The application site is situated along the northern side of Leasons Hill, approximately 90 metres to the west of its junction with Sevenoaks Way. The site is occupied by one half of a pair of two-storey semi-detached house, part of the side garden area and a detached garage to the west of the dwelling. The site will be partitioned to form a separate plot for the proposed dwelling.

## **Consultations**

### Comments from local residents

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

- confirmation sought that access to neighbouring premises will not be hindered during building works

### Comments from consultees

From a Highways perspective, it is noted that parking stress surveys have been undertaken. These were carried out at three times during the day and at 5am which was accepted as an overnight survey. These show that there is a high demand for parking in the area - some roads are 100% and over 100%. The proposal is for a 2 bedroom unit with one parking space each for the existing and proposed units so there is a possible shortfall of 1 - 2 spaces. There were spaces available during the survey periods and, given the scale of the proposal, the proposed parking provision is considered to be acceptable. Given the location, there will need to be control on delivery times etc during the construction phase and so there will need to be a detailed construction management plan.

No Drainage objection has been received, subject to the imposition a drainage-related condition.

No objection has been raised by Thames Water.

## **Planning Considerations**

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

BE1 Design of New Development  
H7 Housing Density and Design  
H9 Side Space  
T11 New Accesses  
T18 Road Safety

5.12; 5.13 London Plan

London Plan Housing SPG

The following Council adopted SPG guidance is also a consideration:

Supplementary Planning Guidance 1 General Design Guidance  
Supplementary Planning Guidance 2 Residential Design Principles

The above policies are considered consistent with the objectives and principles of the National Planning Policy Framework 2012.

## **Planning history**

Under ref. 15/03210 an application for a two-bedroom house was refused in October 2015 on the following grounds:

"The proposed means of vehicular access would result in dangerous reversing manoeuvres on to Leasons Hill and would lack adequate sightlines, thereby prejudicial to the free flow of traffic and general conditions of road safety, contrary to Policies T11 and T18 of the Unitary Development Plan."

"A disproportionate amount of the site area would be covered by buildings and hard surfaces so that the development would be devoid of adequate outdoor amenity space, thus creating an unsatisfactory environment for the occupants of the proposed house, contrary to Policies BE1 and H7 of the Unitary Development Plan."

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and its effect on local highways conditions, including in respect of car parking provision.

The proposed dwelling would occupy part of the side garden area serving No 2 Oak Cottages and an area partially occupied by a detached garage. Two existing off-street parking spaces would be retained. Leasons Hill itself is a classified road, and a local distributor road.

Taking account of the site characteristics, including the plot width of the donor property, the spatial standards associated with Nos. 1 and 2 Oak Cottages and the relationship between the proposed and neighbouring dwellings, no objection is raised on the principle of harm to local character or neighbouring amenity, subject to achieving a desirable level of outdoor amenity space and not undermining local highway conditions.

This application has been submitted following the Council's decision to refuse an earlier proposal for a two bedroom house under ref. 15/03210 in October 2015. That was on the basis that the proposed means of vehicular access would result in dangerous reversing manoeuvres on to Leasons Hill and would lack adequate sightlines, and that a disproportionate amount of the site area would be covered by buildings and hard surfaces so that the development would be devoid of adequate outdoor amenity space, thus creating an unsatisfactory environment for the occupants of the proposed house.

In comparison to the previous proposal, the scheme has been revised with the removal of two additional off-street parking spaces that were previously proposed and associated changes to the vehicular access, meaning that the two existing off-street parking spaces to the SW side of the existing dwelling will be retained and used between the existing and proposed houses. On this basis, the previous refusal relating to the width of the parking access and its hazardous location adjacent to this local distributor road has been addressed, and the existing

arrangements will remain largely unchanged. The proposal is also now accompanied by a Parking Assessment, and it is concluded by the Council's Highways Engineers that one additional dwelling could reasonably be built without significantly undermining existing parking stress levels in the vicinity. Consequently, the previous highways objections have been overcome, subject to the inclusion of conditions relating to satisfactory sightlines and provision of a construction management plan to address traffic associated with the construction process.

The western wall of the proposed dwelling will maintain a separation of 0.6m to the flank boundary - under the minimum 1m separation prescribed by UDP Policy H9. However, given that this boundary adjoins an open area and the entrance to an adjoining service area, it is not considered that local spatial standards will be undermined or that there will be any prospect of terracing or lead to a cramped appearance. It is considered that the proposed dwelling will sit comfortably within the wider street scene; furthermore, the separation and relationship between the proposed and existing dwellings should ensure that neighbouring amenity is not visually affected as a result of overlooking or visual impact. In addition, as a result of the reduction of the parking area previously proposed, a larger outdoor amenity area will be provided for both dwellings. This conforms to the London Plan housing standards.

Policy 3.5 of the London Plan and the Housing SPG (2016) state the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit. This should also comply with the nationally described Housing Standards (2015). In this case, the proposed dwelling includes two bedrooms which each incorporate one bed space. The floor space size of the proposed dwelling is 60.3m<sup>2</sup>. The nationally described space standard requires a 58m<sup>2</sup> of gross internal floor area in relation to a two person two storey house. On this basis, the floorspace provision for the dwelling is compliant with the required standards and is considered acceptable. The shape and room sizes in the proposed building are considered satisfactory and none of the rooms would have a particularly convoluted shape which would limit their specific use.

Taking account of the above changes as well as the additional information, it is considered that previous concerns have now been satisfactorily addressed. Having regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

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

## **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 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. In order to check that the proposed storm water system meets the Council's requirements the following information shall 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 and climate changes.

**Reason:** To ensure a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 3** 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.

- 4** 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.

- 5** The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise 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 appearance of the building and the visual amenities of the area.

- 6** 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.

- 7** Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the access and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m 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.

- 8** 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.**

**9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.**

**Reason: To prevent an overdevelopment of the site in the interest of neighbouring amenity, and to accord with Policies BE1 and H7 of the Unitary Development Plan.**

**10 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 appearance of the building and the visual amenities of the area.**