

SECTION '2' – Applications meriting special consideration

Application No : 11/01123/DET

Ward:
Orpington

Address : Ramsden Estate (Residential
Development) Tintagel Road Orpington

OS Grid Ref: E: 547555 N: 166133

Applicant : Ramsden Regeneration LLP

Objections : YES

Description of Development:

53 semi-detached and terraced houses with car parking and estate road (Land at Rye Crescent and Cuckmere Way) (part details of residential development of 111 dwellings permitted under ref 09/02931)

Proposal

- Part outline/part full planning permission was granted under application ref. 09/02931 for a phased redevelopment of the Ramsden Estate comprising 111 two, three and four bedroom houses (107 terraced and 4 semi-detached) 129 car parking spaces and formation of new access road from Rye Crescent and Cuckmere Way
- Approval is now sought for details of access, appearance, landscaping, layout and scale relating to Phases 3B and 3C which will comprise 53 semi-detached and terraced houses for market sale with car parking and estate road
- Phase 3B will comprise 15 two bedroom houses (including 1 wheelchair adaptable house) and 30 three bedroom houses (including 2 wheelchair adaptable houses)
- Phase 3C will comprise 8 three bedroom houses
- houses will be predominantly two storey with eight houses providing accommodation in the roofspace
- layout of development accommodates retention of a number of mature trees across the site
- all houses designed to Lifetime Homes standards.

The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Arboricultural Development Statement
- Transport Statement.

Location

- Phase 3B site is bounded by Rye Crescent and the Church of Unity and comprises 4 and 5 storey 1960s housing
- Phase 3C site comprises 6 1960s terraced bungalows fronting Tintagel Road
- area surrounding Phase 3B site comprises a mixture of two storey houses to the south and east, the Phase 3A site to the north, two to four storey residential development which resulted from the earlier phases of redevelopment to the west and shops with two storey maisonettes above to the southwest
- terraced and semi-detached houses surround Phase 3C site on three sides and Priory School is located to the west
- area is linked primarily to Orpington Town Centre by bus routes.

Comments from local residents

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

- residents and construction workers will park in car park originally built for residents of 60 to 86 Rye Crescent – barrier or chain should be installed
- too many trees will be felled to facilitate development
- prospective residents would appreciate retention of trees in their gardens
- concern for health of trees during construction period – they should be properly protected.

Comments from Consultees

The Metropolitan Police Crime Prevention Design Adviser has no objections to the proposal.

Discussions are ongoing regarding highways matters and a verbal update will be provided at the meeting.

Any further responses to consultations will be reported verbally at the meeting.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

UDP

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T12 Residential Roads

- T15 Traffic Management
- T18 Road Safety
- H7 Housing Density and Design
- H9 Side Space
- BE1 Design of New Development
- BE4 The Public Realm
- BE7 Railings, Boundary Walls and other Means of Enclosure
- NE7 Development and Trees

London Plan

- 2A.9 The Suburbs: supporting sustainable communities
- 3A.3 Maximising the potential of sites
- 3A.6 Quality of new housing provision
- 3D.13 Children and young people's play and informal recreation strategies
- 4A.1 Tackling Climate Change
- 4A.3 Sustainable Design and Construction
- 4A.4 Energy Assessment
- 4A.7 Renewable Energy
- 4A.14 Sustainable Drainage
- 4B.1 Design Principles for a Compact City
- 4B.8 Respect local context and communities
- 4B.15 Archaeology.

In terms of trees, there is concern that there would be post development pressure to cut back or even remove a lime tree to the side of plot 92. Similarly, there is concern that there would be post development pressure to reduce or remove a beech tree in the rear garden of plot 102 and a small area of garden is proposed to the side of the house to overcome this pressure. There is a maple between plots 99 and 100 and special care would be needed during construction in respect of the scaffolding.

Conclusions

The main issues to be considered in this case are the impact of the proposal on the character of the area and the impact on the residential amenities of the occupants of nearby dwellings as well as the highways implications of the proposal.

The layout of the development is broadly consistent with that granted outline consent. Two long terraces previously proposed have been broken up and it can be considered that these revisions will improve the appearance of the scheme. The elevational treatments of the houses are considered acceptable and the proposal will be consistent with the character of the surrounding area.

There may be some post development pressure to lop or fell 2 trees considered to make a contribution to the visual amenities of the area. The lime tree will be located to the north of the garden of plot 102 whilst an additional side garden has been provided in plot 102. It is therefore considered that post development pressure to lop or fell these trees can be resisted.

Subject to the satisfactory resolution of outstanding highways issues (a verbal update will be provided at the meeting) the proposal is considered acceptable.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |

Reasons for permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan and the London Plan:

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T12 Residential Roads
- T15 Traffic Management
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- H7 Housing Density and Design
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- 2A.9 The Suburbs: supporting sustainable communities
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The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to adjacent property

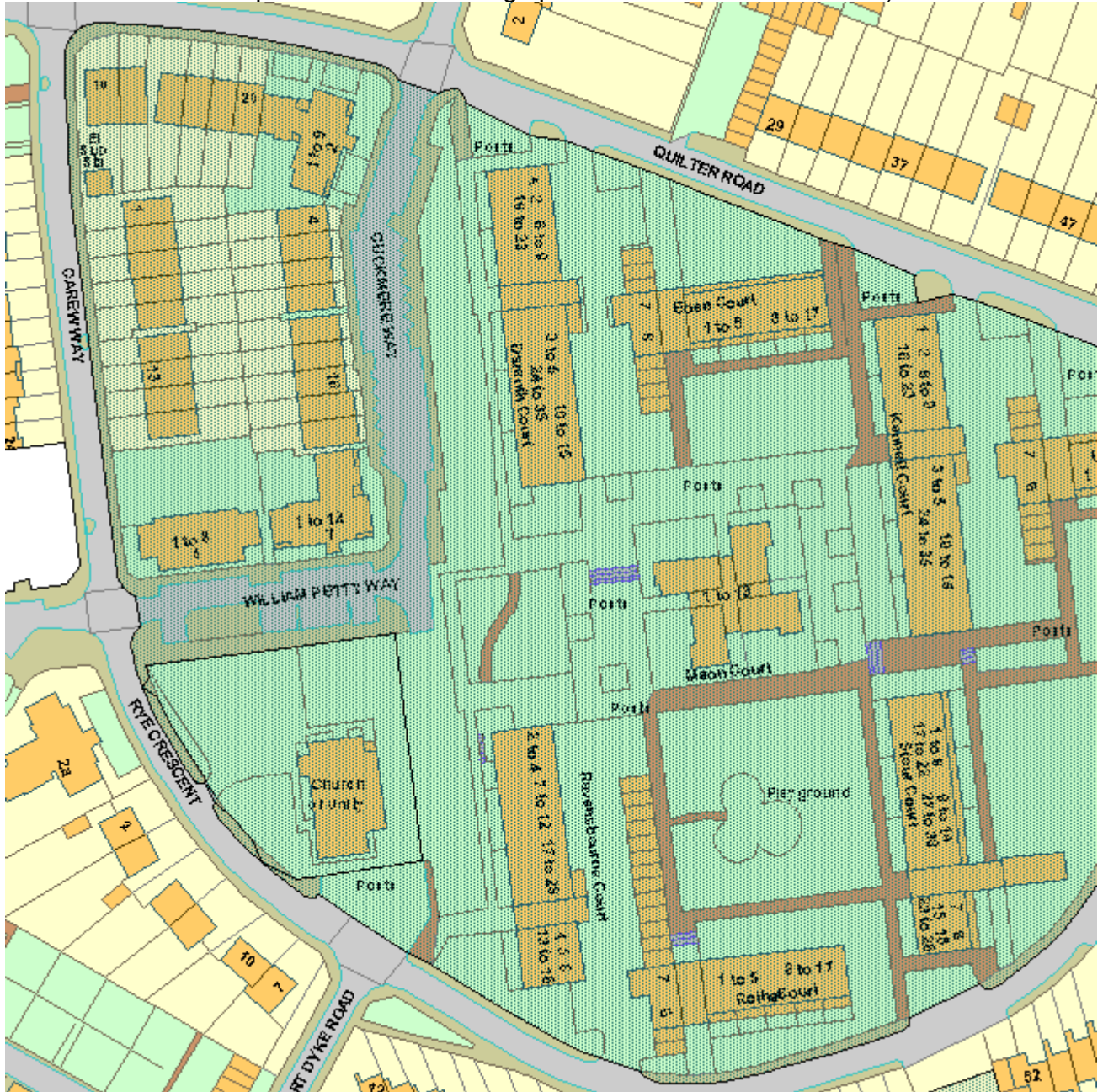
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the safety of pedestrians and motorists on the adjacent highway
- (f) the safety and security of buildings and the spaces around them
- (g) accessibility to buildings
- (h) the housing policies of the development plan
- (i) the design policies of the development plan
- (j) the transport policies of the development plan

and having regard to all other matters raised.

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