

SECTION '2' – Applications meriting special consideration

Application No : 11/01724/FULL1

Ward:
Plaistow And Sundridge

Address : 21 Upper Park Road Bromley BR1 3HN

OS Grid Ref: E: 541106 N: 169872

Applicant : Skillcrown Homes Ltd

Objections : YES

Description of Development:

Demolition of existing building and erection of 3 storey / 3 and a half storey building comprising 1 three bedroom and 8 two bedroom flats including landscaping, cycle and bin storage and 9 car parking spaces.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads

Proposal

This application seeks permission to demolition of existing building and erection of 3 storey/3 and a half storey building comprising a total of 9 flats (1 three bedroom and 8 two bedroom flats including landscaping, cycle and bin storage and 9 car parking spaces.

The proposed building would measure at approximately 13.5m wide (previously 14.5m) x 22.8m deep (previously 22.5m) comprising of 3storey/3 and a half storeys measuring at 12.2m high (same a previous), with the lower part measuring 9.3m. 7 car parking spaces are proposed to the rear of the site with 2 parking spaces within the forecourt of the site. A rear garden of 14.3m is also proposed to the rear.

Location

The application site (0.11 hectares) is situated on the eastern end of Upper Park Road, on the junction with Plaistow Lane and Orchard Road. The character of the area surrounding the site mainly comprises residential properties, with St Johns Church immediately opposite the site on Plaistow Lane.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and the following objections have been received:

- overdevelopment of site
- very few Victorian properties remaining on Upper Park Road
- disappointing to lose an original building to a reproduction
- proposed entrance to the building on Plaistow Road is not in-keeping with the rest of development

Any further comments that are received will be reported verbally at the meeting.

Comments from Consultees

Highways: No objections raised in principle to the proposed car parking spaces or accesses subject to suggested conditions

Metropolitan Police: concerns about lack of information about how scheme has incorporated crime measures, in particular the rear parking area. 'Secured by Design' condition should be attached.

Environmental Health (Housing): No objections raised.

Thames Water: No objections raised in principle (informatives to be imposed)

Drainage: Surface water discharge calculations to be submitted

Planning Considerations

Policies BE1, H1, H7, H9, T3, NE7, T3, T11 & T18, of the Unitary Development Plan apply to the development and should be given due consideration. These policies seek to ensure a satisfactory standard of design, safeguard the amenities of neighbouring properties and preserve and enhance the character and appearance of the area.

Policy H1 (v) seeks to make most effective use of land. Policy H7 aims to ensure that new residential development respects the existing built and natural environment, is of appropriate density and respects the spatial standards of the area as well as amenities adjacent occupiers, and allows adequate light penetration into and between buildings. Policy H7 paragraph 4.35 of the UDP (2006) states:

"Scope for further housing development occurs mainly on "infill" sites, or redevelopment of older, low-density property, and through the redevelopment of large non residential sites. The Council's primary objective is to ensure a high standard of residential environment. Redevelopment should be of a design that is sympathetic to and complements the surrounding residential area but not necessarily a reproduction of the established form and pattern of development."

Policy BE1 requires a high standard of design in new development generally, and seeks to protect the amenities of the occupants of neighbouring properties.

Policy T3 seeks to ensure that off street parking provisions for new development are to approved standards. Policy T18 requires that issues of road safety are considered in determining planning applications.

Government guidance in the form of PPS3 "Housing", while emphasises the role of good design and layout to achieve the objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas, but without compromising the quality of the environment.

It is noted that the revised London Plan was adopted on 22nd July 2011. Policy 3.5 (Quality and design of housing developments) is therefore also relevant in this case.

Planning History

Also of relevance is the planning history of the site. Members will recall that most recently, planning permission was refused for the demolition of existing building and erection of erection of 3 storey/3 and a half storey building comprising two 3 bedroom and seven 2 bedroom flats including landscaping, cycle and bin storage and 9 car parking spaces was refused in April 2011 under ref.10/03470 for the following reasons:

The proposed development in this prominent location would constitute an overdevelopment of the site by reason of its height, bulk, massing and size and would appear cramped and out of character with the surrounding area, thereby contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.

In 2010, under planning ref. 10/02261, planning permission for a similar scheme was refused in September 2010 with the subsequent appeal was dismissed. The reasons for refusal were:

The proposed development in this prominent location would constitute an overdevelopment of the site by reason of its height, bulk and size and would appear cramped and out of character with the surrounding area, thereby contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.

The proposed new crossover from Plaistow Lane with unsatisfactory visibility splays is likely to interfere with the free flow of traffic to the detriment of road safety contrary to Policies T3 and T18 of the Unitary Development Plan.

The second reason for refusal has subsequently been withdrawn by the Council following on from additional information that was received after the application was refused and having taken advice from a highways point of view.

On the 7th March 2011, the appeal for this case was dismissed. The Inspector stated that "the scale, bulk and massing of the building would appear dominating and intrusive in this prominent corner location. To my mind, it would appear significantly more imposing and overbearing than the other buildings situated around the junction."

The Inspector continues:

.... "notwithstanding the careful attention that would be given to its architectural composition, the overall bulk and massing of the building taken together with its close proximity to the footway along the Plaistow Lane frontage would have an overbearing impact on the street scene. The building would significantly impinge on the existing vista available from the junction towards Plaistow Lane as it curves northwards past St Josephs Church and the gatehouse and spacious grounds of the Convent beyond. It would also compete with the scale and prominence of St Joseph's Church, thereby undermining its setting and role as a landmark building.

national guidance also places emphasis on the need to ensure that proposals respect the local pattern of development and spaces. One of the key principles of Planning Policy Statement 1 'Delivering Sustainable Development' (PPS 1) is that planning policies should promote high quality inclusive design in the layout of new development and individual buildings;

design which is inappropriate to its context, or which fails to take the opportunities available to improve the character and quality of an area, should not be accepted. Overall, I conclude this particular proposal would detract from the character and appearance of the area. In this respect, it conflicts with the objectives of the relevant policies of the Bromley Unitary Development Plan (2006), including H7 and BE1 which seek to ensure that development complements the surrounding area, does not detract from the existing street scene and respects landmarks and other features.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the impact on road/traffic safety. Members will also need to consider whether this proposal suitably overcomes and addresses the concerns that were raised in respect of application ref. 10/03470 which was refused by the Council and ref. 10/02261, which was also dismissed by the Planning Inspector at appeal.

The host dwelling is a 'regency style villa' three storey building comprising 4-two-bedroom flats. The existing building is well established, complementing the form and character of the surrounding area. It is proposed to demolish this building and construct a larger replacement which would measure at part 3 / part 3 and a half storey in height. The proposed building would measure a minimum of 3m (increasing to a maximum of 4m further on the corner of the block) away from the boundary adjacent to the highway measuring at a three storeys in height. The

previous refused scheme proposed a replacement building at 2.5m (and a max of 4m) away from the boundary adjacent to the highway.

In terms of the residential amenity currently enjoyed by adjoining occupiers, the proposals are unlikely to impact significantly due to the existing building, and given that the majority of the bulk is located away from No.19.

Due to the prominent location of the site on a corner plot, any development on this site must be sympathetically designed to be in-keeping with the surrounding development in order to make a positive contribution towards the visual amenities of the area. Concerns were previously expressed over the bulk and massing of the proposed building adjacent to the highway. Although the current proposal is still 3 storeys high (with accommodation in the main roofspace), the Agent has attempted to address the previous ground of refusal by reducing the bulk through the re-design of the north-eastern elevation and by increasing the separation to the flank boundary with Plaistow Lane. It is stated in the Design and Access Statement that the overall footprint of the building has been reduced to 11% (previously 10%) and now proposes to occupy 21% (previously 22%) of the overall plot ratio.

The site is located on the Upper Park Road and Plaistow Lane. Plaistow Lane is classified as a local distributor. The development is located just outside Bromley Town Centre (Outer Zone) Controlled Parking Zone (CPZ) and in an area with low PTAL rate of 2 (on a scale of 1 - 6, where 6 is the most accessible). The proposal would provide 9 car parking spaces accessed via 2 separate access points. Two car parking spaces are accessed from Upper Park Road via a modified vehicular crossover, and the other accommodating 7 car parking spaces via a new crossover from Plaistow Lane. It is noted that the Council's Highways officer does not raised objections in principle to the application.

The current application attempts to address previous concerns raised by reducing some of the bulk of the proposed building and amending the design of the north-eastern elevation. The previous ground of refusal however related to the height, bulk and size of the building and Members may consider that the changes do not go far enough to sufficiently overcome the issues raised in the previously refused applications and recent appeal case. Bearing in mind the issues of the site, including the previous appeal, the case is presented on list 2 of the agenda.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/01724, 10/02261 and 10/03470, excluding exempt information.

RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED

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| 0 | D00002 | If Members are minded to grant planning permission the following conditions are suggested: |
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |

- 3 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07
- 4 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01
- 5 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 6 Before any part of the development hereby permitted is first occupied that part of a sight line of 2.4m x 47m in the leading direction and a sightline of 2.4m x 31m in the trailing (looking left) which can be accommodated within the site shall be provided 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.
ACH10R Reason H10
- 7 ACH18 Refuse storage - no details submitted
ACH18R Reason H18
- 8 ACH22 Bicycle Parking
ACH22R Reason H22
- 9 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.
Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.
- 10 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.
Reason: In order to comply with Policy T3 of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.
- 11 ACI12 Obscure glazing (1 insert) in the first floor south-western flank elevation
ACI12R I12 reason (1 insert) BE1

Reasons for granting permission:

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

- BE1 Design of New Development
- H1 Housing
- H7 Housing Density & Design
- NE7 Development and Trees
- H9 Side Space
- T3 Parking
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the relationship of the development to adjacent properties
- (b) the character of the development in the surrounding area
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 RDI16 Contact Highways re. crossover
- 3 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 4 With regards to surface water drainage, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

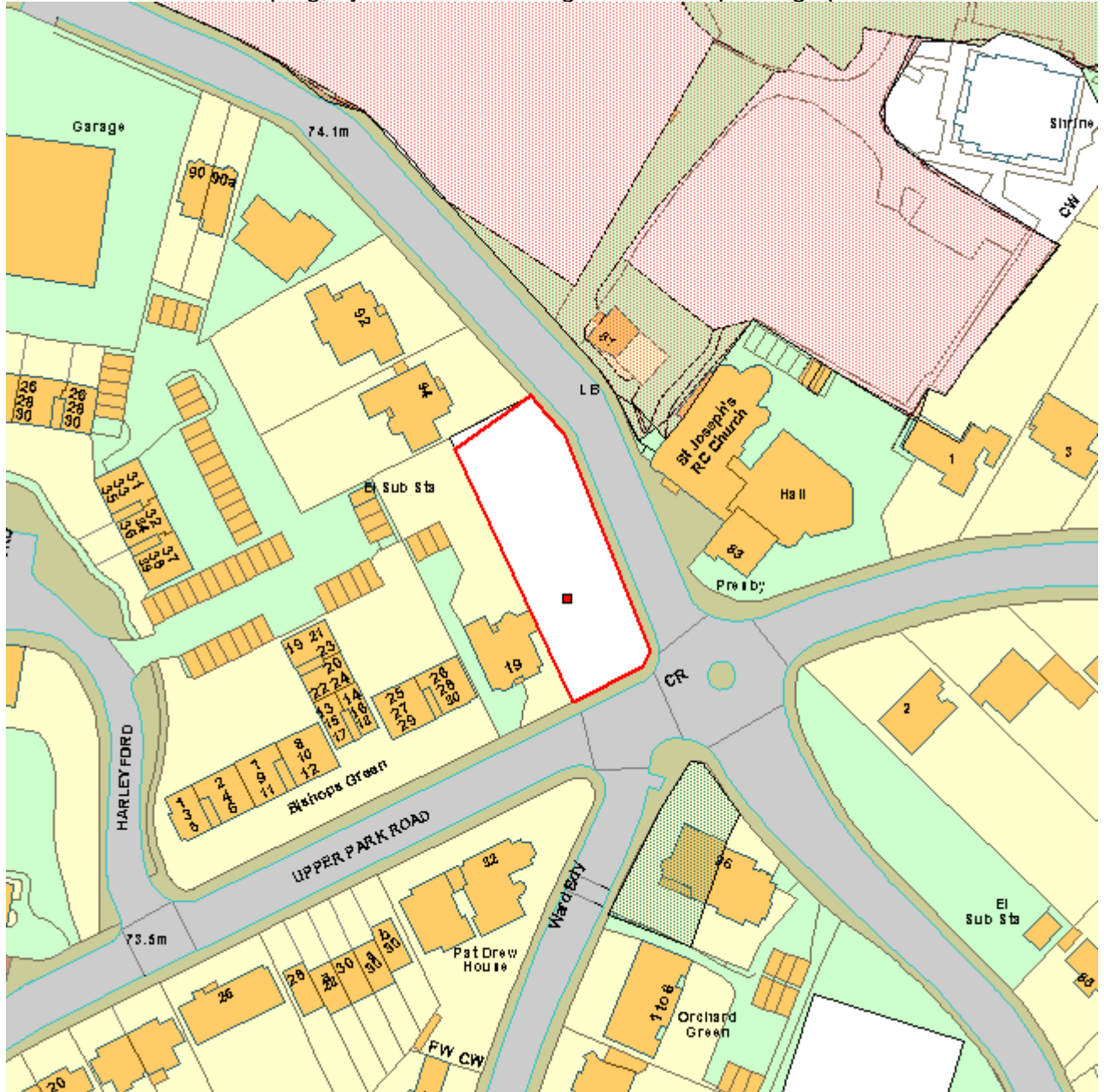
D00003 If Members are minded to refuse planning permission the following grounds are suggested:

- 1 The proposed development in this prominent location would constitute an overdevelopment of the site by reason of its height, bulk, massing and size and would appear cramped and out of character with the surrounding area, thereby contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.

Reference: 11/01724/FULL1

Address: 21A Upper Park Road Bromley BR1 3HN

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