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PROPOSED RESIDENTIAL DEVELOPMENT AT;

**SUNSET HILL
HILLBROW ROAD
BROMLEY
KENT BR1 4JL**

PLANNING STATEMENT

OCTOBER 2014

1. INTRODUCTION

1.1 This Planning Statement has been prepared on behalf of Cavendish and Gloucester Properties Ltd and relates to an application for the demolition of an existing dwelling and the erection of a new part 2/part 3 storey building comprising 9 two bedroom apartments together with the provision of 14 car parking spaces. The application is a full application which is supported by the following documents;

- Design and Access Statement;
- Arboricultural Survey and Impact Assessment.

1.2 The Planning Statement has been prepared following a detailed analysis of the characteristics of the site and surrounding area. The application proposal has been assessed in the context of national planning policy as set out in the Framework and also having regard to the National Planning Practice Guidance – March 2014. The Planning Statement incorporates a full review of relevant policies in the Development Plan, which comprises the London Plan 2011 and the Bromley UDP 2006.

1.3 The Planning Statement has taken into consideration all of the application details as set out in the application plans together with the supporting information. The conclusion of the Planning Statement is that the application scheme represents the sound and beneficial redevelopment of the site in a manner which is in conformity with national and local policy.

2. THE APPLICATION SITE AND SURROUNDING AREA

2.1 The application site is located on the eastern side of Hillbrow Road, approximately midway between the junctions of Hillbrow Road and Bromley Hill to the north east and Warren Avenue to the south west. The site is in a reasonably sustainable and

accessible location with a number of bus routes passing along Bromley Hill within walking distance of the site. Ravensbourne station is approximately 650m to the south west. Local shops in Downham are about 0.5km to the north, whilst Bromley town centre is approximately 1km to the south east.

- 2.2 Hillbrow Road is an unmade residential street with a variety of residential properties along it. The road has no particular or distinctive residential character with the buildings varying in size, age and design.
- 2.3 The land falls generally downwards in a north east to south west direction which means that there is a slope across the application site upwards from Hillbrow Road. Located on the application site is a sizeable detached bungalow which is positioned towards the rear of the site. Between the bungalow and Hillbrow Road is a substantial area of garden land and mature vegetation. There are a number of existing trees along the western boundary. There are also trees along the southern boundary. A number of the trees on the site are subject to a Tree Preservation Order.
- 2.4 Adjacent to the site to the south, Tresco Close is an infill development of three storey townhouses that would appear to date from the 1970's. A number of these houses front directly onto Hillbrow Road, whilst Tresco Close itself is a short cul-de-sac leading to a terrace of three storey townhouses arranged adjacent to the rear part of the application site. No. 7 Tresco Close, the immediately adjacent property has a three storey flank side elevation abutting the application site.
- 2.5 To the north of the application site, Upfield is a part two/part three storey detached house. The house is positioned towards the rear of the site on a similar building line to Sunset Hill.
- 2.6 Facing the application site are mainly detached two storey dwellings.

3. RELEVANT PLANNING HISTORY

- 3.1 There would not appear to be any planning history relating to the application site. However, pre-application advice was sought by the previous owners of the site in February 2013. The pre-application proposals comprised a range of options from a terrace of townhouses similar to those in Tresco Close arranged at right angles to Hillbrow Road to detached houses arranged in a number of different positions.
- 3.2 The pre-application advice provided was that the officers agreed that the surrounding area had no predominant character or uniformity and there was no objection in principle to residential redevelopment. Re-use of the existing access was the preferred highway option and regard would need to be had to trees on the site and to the relationship with 7 Tresco Close.

4. THE APPLICATION PROPOSAL

- 4.1 It is proposed to demolish the existing bungalow and to erect a part 2/part 3 storey building comprising 9 two bedroom apartments. The density of the application proposal would equate to 56 dwellings per hectare or 168 habitable rooms per hectare.
- 4.2 14 car parking spaces are proposed for the development which is 1.55 spaces per dwelling.
- 4.3 The proposed new apartment building would be located towards the rear of the site in a similar location to the existing dwelling. It would also respect the general building line of Upfield to the north and the terrace of townhouses in Tresco Close to the south. There would be a separation distance of some 4.5m to the southern boundary adjacent to Tresco Close and a 4m separation to the northern boundary with Upfield. Amenity space would be provided both to the rear of the building together with areas on both sides and to the frontage. Part of the amenity space

would be communal, whilst part is proposed to be allocated as private space to individual flats.

- 4.4 The car parking area would retain the existing access onto Hillbrow Road and a parking courtyard for 14 cars would be formed to the front of the building. The courtyard would be screened by existing trees and vegetation along the frontage of Hillbrow Road.
- 4.5 Because of the slope of the land, the proposed building would be three storeys on the frontage but two storey at the rear. The only windows proposed at first floor level in that part of the flank elevations facing towards Upfield and 7 Tresco Close would be secondary windows to two living areas which are capable of being obscure glazed if necessary.
- 4.6 The application proposal has been designed to ensure that TPO trees together with other boundary trees and landscaping can be retained as part of the development. Full details and an assessment of the arboricultural implications are set out in the Arboricultural Report.
- 4.7 The proposed building would be of a contemporary design incorporating mainly render and timber cladding finishes. The entrance to the building would comprise a glazed and timber clad feature with a glass canopy over the entrance door. A flat roof is proposed for the building with an aluminium eaves profile. The third floor element of the building is inset to enable feature terraces to be formed to the front.

5. PLANNING POLICY CONSIDERATIONS

National Planning Policy Framework

- 5.1 The main purpose of the Framework is to help achieve sustainable development through a plan led system. The core principle of the Framework is that, if development is sustainable, it should go ahead without delay. As paragraph 14 explains, at the heart of the Framework is a “**presumption in favour of sustainable development**” which should be seen as a golden thread running through both plan making and decision making.
- 5.2 For decision taking this means approving development proposals that accord with the Development Plan without delay. Where the Development Plan is absent, silent, or relevant policies are out of date, granting permission for development unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Core Planning Principles

- 5.3 Paragraph 17 sets out the 12 core land use planning principles which should underpin both plan making and decision taking. The relevant principles that apply to the application proposal are that planning should;
- **Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals,**

such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

- **Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;**
- **Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;**
- **Encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value;**
- **Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.**

Promoting Sustainable Transport

- 5.4 Paragraph 30 states that local authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable transport solutions.

Delivering a Wide Choice of High Quality Homes

- 5.5 Paragraph 49 explains that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites.
- 5.6 In order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, paragraph 50 explains that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. In addition, authorities should identify the size, type, tenure and range of housing that is required in particular locations reflecting local demand.

Requiring Good Design

- 5.7 Paragraph 57 specifies the importance for local authorities to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 5.8 Paragraph 58 states that local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

- **Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;**

- **Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;**
- **Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;**
- **Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;**
- **Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and**
- **Are visually attractive as a result of good architecture and appropriate landscaping.**

Decision Talking

5.9 Paragraphs 186 and 187 confirm that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development, and they should look for solutions rather than problems. Decision-takers at every level should seek to approve applications for sustainable development where possible and local authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

THE DEVELOPMENT PLAN

- 5.10 The Development Plan comprises the London Plan 2011, the Bromley UDP 2006.

The London Plan

- 5.11 The London Plan explains that the Mayor clear that London desperately more homes in order to promote opportunity and real choice for all Londoners. Accordingly, Policy 3.3 recognises the pressing need for more homes and requires Boroughs to achieve and exceed the relevant minimum Borough annual average housing targets.
- 5.12 Policy 3.4 relates to optimising housing potential. It states that, taking into account local context and character, design principles and public transport capacity, development should optimise housing output. Table 3.2 of the London Plan advises that in a suburban location such as this with three habitable rooms per unit and a PTAL of 1B, the residential density should be within the range of 50 – 76 dwellings per hectare or 150 – 200 habitable rooms per hectare.
- 5.13 Policy 3.5 of the London Plan emphasises that housing development should be of the highest quality, internally, externally and in relation to their context and to the wider environment.

Bromley UDP 2006

- 5.14 The general thrust of housing policy in the Bromley UDP is to concentrate new housing development within existing sustainable locations. Policy H1 is permissive of new housing development within existing residential areas and acknowledges that the scope for new housing occurs mainly on infill sites.
- 5.15 Policy H7 concerning housing density and design, requires new housing development to meet a number of specified criteria that are designed to ensure that

new development is of an appropriate density, complements the scale and character of the area and safeguards residential amenity, landscape and other features.

- 5.16 Policy BE1 of the UDP is a general policy concerning the design of new development. It sets out a number of criteria that new development will be expected to comply with. Policy T3 requires off-street parking spaces in new development in accordance with the Council's standards.
- 5.17 Policy T18 relates to road safety. The policy states that the Council will consider as appropriate the potential impact on road safety and will seek to ensure road safety is not adversely affected.

6. ASSESSMENT OF THE PLANNING ISSUES

Principle of Development

- 6.1 The site comprises existing residential land within a residential area in an accessible and sustainable location. There are no safeguarding policies that would preclude residential redevelopment of the site. The building is not Listed nor is the site within a Conservation Area. There are no planning objections, therefore, to the principle of residential redevelopment taking place on the land.
- 6.2 The character of the area is mixed in nature with a varied selection of buildings of different size, age and style. Relatively modern three storey townhouses adjoin the site which, in terms of building mass and bulk, are significantly greater than the proposal for the application site. In the circumstances, there would not appear to be any objection to the principle of residential redevelopment taking form of a new block of apartments.

Layout, Scale and Design

- 6.3 The scale of the proposed building at two and three storeys is compatible with the essentially domestic, suburban character of the area. There are three storey buildings adjacent to the south and there are other two storey buildings facing and elsewhere in the road. There are good separation distances from the building to flank boundaries and the existing screen of trees along the frontage and on the southern boundary would provide a landscaped setting into which the scale of the building would comfortably integrate.
- 6.4 The proposed development would be at a density which would be midway in the density range set out in Table 3.2 of the London Plan. The scheme would provide a level of parking that would be in compliance with the Council's standards and would also provide reasonable outdoor amenity space for future occupiers. The proposal would not, therefore, constitute an overdevelopment of the site.
- 6.5 In relation to design, there is no prevailing design style in the local area with a mixture of modern and more traditional buildings. Given the lack of any contextual constraints, there is no reason why a building of contemporary design could not acceptably be accommodated on the site without appearing incongruous with, or harmful to, any established character.
- 6.6 In the circumstances, the proposal would comply with Policies H7 and BE1 regarding respect for the character of the area, density and quality of design.

Impact on Neighbours

- 6.7 The proposed building has been positioned to accord with the building line established by Upfield and Tresco Close. The building would project in front of both of these neighbouring buildings but, there would be good separation between the buildings. The outlook from Upfield is angled away from the application site

and the building would not appear unduly dominant or overbearing from this property. In relation to 7 Tresco Close, there is a very substantial tree screen on the boundary which would limit any views out from the front of this property across the application site. The views from the terrace of houses is down Tresco Close and this would remain.

- 6.8 In relation to privacy, the proposed building has been designed to ensure that there are no principal windows in the flank elevation that would overlook neighbouring occupiers. The first floor windows in the flank are capable of being obscure glazed although, in relation to those on the south elevation adjacent to 7 Tresco Close, there would be no prospect of overlooking given the absence of any flank windows in the neighbouring house. Any potential overlooking from the roof terraces can be conditioned by way of privacy screens around the relevant part of the terrace. In any event, the terrace on the southern elevation would be partly hidden from 7 Tresco Close by the design and projection of the proposed building.
- 6.9 In the circumstances, the application proposal would not conflict with Policy BE1 in respect of impact on neighbouring occupiers.

Highways

- 6.10 The proposed development would be served via the existing access onto Hillbrow Road. The road is lightly trafficked and traffic speeds are low because of its unmade surface. There are good sightlines from the existing access. Accordingly, the intensification of the use of the access would not give rise to any unacceptable highway impacts.
- 6.11 Car parking is provided on-site in accordance with the Council's standards. It is unlikely that any on-street parking would arise as a consequence of the development. In the circumstances, there would not appear to be any highway objections to the scheme.

Trees and Landscaping

- 6.12 The TPO trees as well as other trees on the site would be retained as part of the development. Retention of these trees would ensure a mature landscape setting for the new scheme. In particular, the very prominent trees along the southern boundary would continue to remain a feature of the area. The trees on the frontage would provide an attractive and sylvan screen to the building. Those trees that are proposed to be removed are not of any overriding arboricultural quality and the amount of tree removal would not cause harm to the character of the area.

Other Matters

- 6.13 The scheme incorporates both private and communal amenity space for future occupiers that would provide for the functional needs of residents. The flats themselves are designed to comply with London Plan Space Standards and would incorporate all modern facilities and amenity. A refuse storage area is proposed on the frontage of the site in a position where it would be well screened by existing and new planting. The scheme also incorporates cycle storage as part of the parking courtyard.

Overall Conclusions

- 6.14 The proposed redevelopment scheme is entirely in accordance with the core principles and policy guidance that is set out in the NPPF. It would make more efficient use of existing land within the built up area in a manner which would not compromise the quality of the local environment. The proposed scheme would be of high design quality, would not adversely impact on neighbouring occupiers and would provide a good standard of accommodation for future residents. There would be no highway impacts, no unacceptable impacts on trees nor on any other acknowledged planning interest.

6.15 It is concluded, therefore, that the proposal is compliant with Development Plan policy and that the presumption in favour of planning permission being granted should apply in this case.