



ROBINSON ESCOTT PLANNING LLP



CHARTERED TOWN PLANNING AND DEVELOPMENT CONSULTANTS

DOWNE HOUSE, 303 HIGH STREET, ORPINGTON, KENT BR6 0NN. TEL: 01689 836334 FAX: 01689 878091

email: enquiries@replanning.co.uk website: www.replanning.co.uk

PROPOSED RESIDENTIAL DEVELOPMENT AT;

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

PLANNING STATEMENT

MAY 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 10 two bedroom apartments together with the provision of 14 car parking spaces. The application is a revised proposal to that for which planning permission was granted on 2nd March 2015 (DC/14/04139). The extant permission is for the erection of a part two/part three storey building comprising 9 two bedroom apartments. The current proposal, therefore, is for a relatively minor reconfiguration of the building in order to enable an additional 10th unit.
- 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 Planning permission was granted on the 2nd March 2015 (DC/14/04139) for the demolition of the existing dwelling and the erection of a part two/part three storey building comprising 9 nine two bedroom apartments and 14 car parking spaces.

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 10 two bedroom apartments. The density of the application proposal would equate to 62 dwellings per hectare or 187 habitable rooms per hectare.
- 4.2 14 car parking spaces are proposed for the development which is 1.4 spaces per dwelling.
- 4.3 The proposed apartment building is in an identical location to the consented scheme. The building would respect the general building line of Upfield to the north and the terrace of town houses in Tresco Close to the south. There would be good separation distances to both the northern and southern flank boundaries. 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. This is the same as already consented.
- 4.4 Car parking and access arrangements remain the same as already approved. The existing access onto Hillbrow Road is retained with a parking courtyard for 14 cars 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 2015 and 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

- 6.1 The principle of residential redevelopment of the site comprising a new part two/part three storey building of flats has already been approved. In the circumstances, the only material consideration is whether the proposed changes to the scheme give rise to any planning issues or objections.
- 6.2 The existing consent had a two bedroom penthouse apartment on the second floor to the rear which had sizeable outdoor terraces. The revised proposal stays within the same footprint but incorporates the terraces into the fabric of the building thus enlarging the floor area at second floor level. This enables the single apartment at second floor level now to be divided into two apartments.
- 6.3 In relation to the increased bulk of the building arising out of the enclosure of the terraces, this is located to the rear of the building and would not have any impact on the outlook of neighbouring properties. The appearance of the building from the street scene would appear unchanged. The alteration to the building would not, therefore, harm the character or appearance of the area.
- 6.4 The enlargement of the building would not give rise to any overlooking issues regarding neighbouring properties. The principle of the terraces has already been accepted and, in fact, enclosure of these areas within the building would actually result in a reduction in the ability of future occupiers to look towards neighbouring gardens.
- 6.5 In relation to car parking, the provision of 14 spaces for the 10 apartments still complies with the Council's parking standards.
- 6.6 The alteration to the approved building does not give rise to any other impacts in terms of trees, amenity space, landscaping.

- 6.7 The gross floor area of the building amounts to 924 sq m. The addition of the 10th unit does not, therefore, require any affordable housing contribution to be made in accordance with the policy set out in the written ministerial statement of the 28th November 2014.
- 6.8 The provision of one additional residential unit would make a small but useful contribution to housing supply in the Borough and this is a significant planning benefit.
- 6.9 In the circumstances, there would not appear to be any planning reasons as to why the revised application should not be approved.