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THE LONDON BOROUGH  
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DIRECT LINE: 020 8313 4745  
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To: Members of the  
**PLANS SUB-COMMITTEE NO. 2**

Councillor Russell Jackson (Chairman)  
Councillor Simon Fawthrop (Vice-Chairman)  
Councillors Reg Adams, Peter Dean, Peter Fookes, Russell Mellor, Alexa Michael,  
Gordon Norrie and Michael Turner

A meeting of the Plans Sub-Committee No. 2 will be held at Bromley Civic Centre on  
**THURSDAY 2 FEBRUARY 2012 AT 7.00 PM**

MARK BOWEN  
Director of Resources

Members of the public can speak at Plans Sub-Committee meetings on planning reports, contravention reports or tree preservation orders. To do so, you must have

- already written to the Council expressing your view on the particular matter, and
- indicated your wish to speak by contacting the Democratic Services team by no later than 10.00am on the working day before the date of the meeting.

These public contributions will be at the discretion of the Chairman. They will normally be limited to two speakers per proposal (one for and one against), each with three minutes to put their view across.

**To register to speak please telephone Democratic Services on 020 8313 4745**

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**If you have further enquiries or need further information on the content of any of the applications being considered at this meeting, please contact our Planning Division on 020 8313 4956**

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**Information on the outline decisions taken will usually be available on our website (see below) within a day of the meeting.**

*Copies of the documents referred to below can be obtained from*  
[www.bromley.gov.uk/meetings](http://www.bromley.gov.uk/meetings)

## A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF MINUTES OF MEETING HELD ON 8 DECEMBER 2011**  
(Pages 1 - 14)
- 4 **PLANNING APPLICATIONS**

### SECTION 1 (Applications submitted by the London Borough of Bromley)

Report No.	Ward	Page No.	Application Number and Address
4.1	Penge and Cator	15 - 18	(11/03035/FULL1) - Melvin Hall, Melvin Road, Penge, London, SE20.

### SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Bromley Common and Keston Conservation Area	19 - 24	(11/03214/FULL6) - 55 Forest Drive, Keston.
4.3	Bickley	25 - 32	(11/03300/OUT) - 15 Bickley Road, Bickley.
4.4	Farnborough and Crofton	33 - 38	(11/03374/FULL6) - 15 Starts Hill Avenue, Orpington.
4.5	Bromley Common and Keston	39 - 44	(11/03468/FULL1) - Courtways, Holwood Park Avenue, Orpington.
4.6	Orpington	45 - 48	(11/03483/FULL6) - 96 Eton Road, Orpington.
4.7	Crystal Palace	49 - 56	(11/03534/FULL1) - 175 Anerley Road, Penge, London, SE20.
4.8	Bromley Common and Keston	57 - 60	(11/03725/CAC) - Courtways, Holwood Park Avenue, Orpington.

**SECTION 3** (Applications recommended for permission, approval or consent)

Report No.	Ward	Page No.	Application Number and Address
4.9	Plaistow and Sundridge	61 - 72	(11/01174/VAR) - 84 London Lane, Bromley.
4.10	Penge and Cator	73 - 80	(11/03026/FULL1) - 149 Maple Road, Penge, SE20.
4.11	West Wickham	81 - 84	(11/03339/FULL6) - Merivale, The Avenue, West Wickham.
4.12	Bromley Town	85 - 88	(11/03346/FULL6) - 76 Coniston Road, Bromley.
4.13	Cray Valley West	89 - 92	(11/03414/ADV) - The Broomwood, Sevenoaks Way, Orpington.
4.14	Darwin Conservation Area	93 - 96	(11/03415/FULL1) - Pavilion & Public Conveniences, Cudham Recreation Ground, Cudham Lane South, Cudham, Sevenoaks.
4.15	Cray Valley West	97 - 100	(11/03417/ADV) - The Broomwood, Sevenoaks Way, Orpington.
4.16	Cray Valley West	101 - 104	(11/03426/ADV) - The Broomwood, Sevenoaks Way, Orpington.
4.17	Penge and Cator	105 - 110	(11/03525/FULL1) - Penge Police Station, 175 High Street, Penge, London, SE20.
4.18	Penge and Cator	111 - 116	(11/03600/FULL3) - 2-4 Raleigh Road, Penge, London, SE20.
4.19	Chislehurst	117 - 122	(11/03631/FULL1) - 63 Green Lane, Chislehurst.

**SECTION 4** (Applications recommended for refusal or disapproval of details)

Report No.	Ward	Page No.	Application Number and Address
	NO REPORTS		

## 5 CONTRAVENTIONS AND OTHER ISSUES

Report No.	Ward	Page No.	Application Number and Address
5.1	Bromley Town	123 - 124	(DRR/12/011) - 46 Stone Road, Bromley.

## 6 TREE PRESERVATION ORDERS

Report No.	Ward	Page No.	Application Number and Address
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## 7 MATTERS FOR INFORMATION:- ENFORCEMENT ACTION AUTHORISED BY CHIEF PLANNER UNDER DELEGATED AUTHORITY

NO REPORT

# Agenda Item 3

## PLANS SUB-COMMITTEE NO. 2

Minutes of the meeting held at 7.00 pm on 8 December 2011

### Present:

Councillor Simon Fawthrop (Vice-Chairman)  
Councillors Nicholas Bennett J.P., Peter Dean, Peter Fookes,  
Alexa Michael, Gordon Norrie, Richard Scoates and Michael Turner

### Also Present:

Councillors John Canvin, Julian Grainger and Tim Stevens

## 18 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

Apologies for absence were received from Councillors Russell Jackson and Russell Mellor; Councillors Richard Scoates and Nicholas Bennett J.P. acted as alternates respectively. An apology for absence was also received from Councillor Reg Adams.

## 19 DECLARATIONS OF INTEREST

Councillor Alexa Michael declared a personal interest in Item 4.1. Councillor Michael left the Council Chamber and did not take part in the discussion or vote.

## 20 CONFIRMATION OF MINUTES OF MEETING HELD ON 13 OCTOBER 2011

**RESOLVED** that the Minutes of the meeting held on 13 October 2011 be confirmed and signed as a correct record.

## 21 PLANNING APPLICATIONS

### SECTION 2

(Applications meriting special consideration)

#### 21.1 PLAISTOW AND SUNDRIDGE

**(11/01174/VAR) - 84 London Lane, Bromley.**

Description of application - Continued use as a doctors surgery with variation of condition 8 of appeal decision 98/01709 (restricting use to a single handed doctors practice of no more than one doctor and for no other purpose) to allow 3 doctors to practice from Sundridge Medical Centre.

Oral representations in objection to and in support of the application were received at the meeting. Comments from Ward Members Councillor Peter Morgan and Councillor Ellie Harmer requesting referral of the application were reported at the meeting.

Comments from Highways Engineers in respect of a traffic surveys undertaken were reported. Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED** without prejudice to any future consideration for:-

- 1) advice to be sought from the PCT with regard to patient numbers;
- 2) Highways to consider the appeal decision with regard to the impact on road safety; and
- 3) Ward Councillors to consider the impact of the Highways surveys.

**21.2  
BIGGIN HILL**

**(11/02137/TPO) - 35 Valley View, Biggin Hill.**

Description of application - Fell 1 oak tree in back garden. Subject to TPO 301.

Oral representations in support of the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended for the reason set out in the report of the Chief Planner with the addition of an informative to read:-

'INFORMATIVE

It would be desirable to seek consent for 20% reduction to the crown of the tree.'

**21.3  
CHISLEHURST  
CONSERVATION AREA**

**(11/02967/FULL6) - Craigvarren, Yester Park, Chislehurst.**

Description of application - Two storey front/side/rear extension, front porch, additional vehicular access and hard standing.

Members having considered the report and objections, **RESOLVED that PERMISSION BE REFUSED** for the following reason:-

- 1 The proposed two storey extension would, by reason of its proximity to the flank boundary, constitute a cramped form of development resulting in harm to the visual amenities of the street scene and the retrograde lowering of the spatial standards of the area, failing to preserve or enhance the character and appearance of the Conservation Area, thereby contrary to Policies BE1, BE11, H8 and H9 of the Unitary Development Plan.

**21.4  
KELSEY AND EDEN PARK**

**(11/03103/FULL1) - Meadowbrook, 12 Kemerton Road, Beckenham.**

Description of application - Three storey block with accommodation in roof comprising 12 two bedroom and 2 three bedroom flats including basement for 16 car parking spaces/bicycle parking (retention of building with revised siting from that permitted under refs. 09/01141 and 09/02956, including revised external materials, ramp and balcony balustrades and provision of entrance gates.

Oral representations in support of the application were received at the meeting.

It was reported that the application had been amended by documents received on 1 December 2011 and 2 December 2011.

Contrary to that stated in the report (page 34, penultimate line of paragraph 4), Members noted that the side wall of No. 10 Kemerton Road did not contain a bedroom window.

Planning Officer comments with regard to the colour and treatment of roof tiles were reported.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with the deletion of condition 1 and the amendment of conditions 2 and 8 as follows:-

'2 The close boarded fence shown to be removed on drawing No. A-004K shall be removed and the 1.8m high close boarded fence shown on the boundary with No. 10 shall be erected on or before 29 February 2012. The fence along the boundary with No. 10 shall be 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.

8 The 'mellowing' treatment shall be carried out in accordance with the approved details on or before 29 February 2012.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the visual amenities of the area.'

21.5  
FARNBOROUGH AND  
CROFTON

(11/03134/FULL6) - 22 Grasmere Gardens,  
Orpington.

Description of application - Two storey side extension.

Oral representations in support of the application were received at the meeting.

Members having considered the report and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended for the reason set out in the report of the Chief Planner.

**SECTION 3**

(Applications recommended for permission, approval or consent)

21.6  
CHISLEHURST  
CONSERVATION AREA

(11/01535/FULL6) - 3 Islehurst Close, Chislehurst.

Description amended to read:- 'Two storey side extension.'

Oral representations in objection to the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, 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 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (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 1995 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: In the interests of the character and appearance of the Conservation Area, to comply with Policies BE1 and BE11 of the Unitary Development Plan.

3 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

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.

**21.7  
DARWIN  
CONSERVATION AREA**

**(11/02727/FULL1) - Angas Convalescent Home,  
Church Approach, Cudham, Sevenoaks.**

Description of application - Demolition of two storey part of Angas House, erection of single storey extension, elevational alterations and conversion to nine bedroom house. First floor extension, elevational alterations and conversion of Coach House to three bedroom and four bedroom houses. Demolition of single storey part of Rose Cottage, erection of part one/two storey extension and conversion to four bedroom house. Detached double and triple garages. Removal of hardstandings, laying out of new driveways and hardstandings.

Oral representations in support of the application were received at the meeting.

It was reported that the Environment Agency had withdrawn its objections to the application subject to the addition of further conditions and informatives. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with the deletion of condition 7 and condition 16 replaced with the following:-

'16 The development shall not begin until a scheme for the provision of affordable housing has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:

- i) the numbers, type and location on the site of the affordable housing provision to be made;
- ii) the timing of the construction of the affordable housing;
- iii) the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- iv) the occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy criteria shall be enforced

REASON: In order to ensure suitable housing provision on site and to accord with Policies H2 and

H3 of the Unitary Development Plan.’

The following conditions and informatives were also added:-

’17 Prior to the commencement of the development hereby permitted (or such other date or stage in the development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Authority:

1. A preliminary risk assessment which has identified:
  - all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicated sources, pathways and receptors;
  - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an option appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works are set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Authority. The scheme shall be implemented as approved.

REASON: To protect vulnerable groundwater resources and ensure compliance with Planning Policy Statement 23 “Planning and Pollution Control.

18 There shall be no infiltration of surface water drainage into the ground other than with the prior written approval of the Local Planning Authority, which may be granted if it can be demonstrated that there will be no risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON: To protect vulnerable groundwater resources and comply with Policy 5.22 of the London Plan.

19 Development shall not begin until a surface and foul water drainage system for the site, based on sustainable drainage principles and as assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first occupied.

The scheme shall include:

- Soakaway design calculations in accordance with BRE365
- Design calculations demonstrating the performance of the system during the critical duration 1 in 100 year storm (with climate change) event
- Non-mains drainage assessment

REASON: To prevent the increased risk of flooding and improve and protect water quality, to comply with Policies 5.12, 5.13 and 5.22 of the London Plan.'

#### INFORMATIVES

4 Where it is proposed to store more than 200 litres (45 gallon drum = 205 litres) of any type of oil on site it must be stored in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. Drums and barrels can be kept in drip trays if the drip tray is capable of retaining 25% of the total capacity of all oil stored.

5 Care should be taken during and after construction to ensure that all fuels, oils and any other potentially contaminating materials are stored (for example in bunded areas secured from public access) so as to prevent accidental/unauthorised discharge to ground. The areas for storage should not drain to any surface water system.

#### **21.8 CHELSFIELD AND PRATTS BOTTOM**

#### **(11/02773/FULL1) - 23 Oxenden Wood Road, Orpington.**

Description of application - Replacement part one/two storey 5 bedroom detached dwelling with accommodation in roofspace and integral double garage, swimming pool and outbuilding to rear and associated landscaping.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Julian Grainger were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with the addition of a further condition to read:-

'17 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

**21.9  
KELSEY AND EDEN PARK**

**(11/03147/FULL1) - 121 Kenwood Drive,  
Beckenham.**

Description of application - Demolition of existing dwelling and erection of 2 four bedroom detached dwellings with integral garages, 4 car parking spaces and vehicular access via Kenwood Drive.

Oral representations in objection to and in support of the application were received at the meeting. Planning Officer comments were reported and Members were informed that further objections to the application had been received.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** for the following reasons:-

- 1 The proposal would be a cramped overdevelopment of the site on land which is not previously developed resulting in a loss of garden land, out of character with the locality thereby detrimental to its visual amenities, character and spatial standards to which the area is currently developed, contrary to Policies BE1 and H7 of the Unitary Development Plan, Policy 3.5 of the London Plan and PPS 3 "Housing".
- 2 The footprint and rearward projection of the proposed development would give rise to an unacceptable loss of light and outlook to the occupiers of adjacent properties thus contrary to Policy BE1 of the Unitary Development Plan.

**SECTION 4**

(Applications recommended for refusal or disapproval of details)

**21.10  
CHELSFIELD AND PRATTS  
BOTTOM**

**(11/02841/FULL1) - 62 Windsor Drive, Orpington.**

Description amended to read:- ' Two modular buildings with attached walkway to provide 2 additional consulting rooms, office and WC at rear of doctors surgery (RETROSPECTIVE APPLICATION).

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Julian Grainger in objection to the application were received at the meeting.

Comments from Ward Member Councillor Russell Jackson requesting deferral of the application were reported.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** for the following reasons:-

- 1 By reason of its excessive depth and close proximity to residential properties, the development results in a severe impact on the privacy and outlook of neighbouring properties, contrary to Policy BE1 of the Unitary Development Plan.
- 2 By reason of its overall size and visibility from the public realm, the development is out of character with the residential character of the area and is detrimental to the amenities of surrounding residential properties and the street scene in general, contrary to Policies BE1 and C4 of the Unitary Development Plan.
- 3 The concrete-surfacing laid out to provide car parking as part of the works to provide the modular buildings is unacceptable by reason of its visual impact and lack of information regarding disposal of surface water, contrary to Policy BE1 of the Unitary Development Plan and Policy 5.13 of the London Plan.

**IT WAS FURTHER RESOLVED that ENFORCEMENT ACTION BE AUTHORISED TO SECURE THE REMOVAL OF THE TWO MODULAR BUILDINGS, WALKWAY AND CONCRETE AREA.**

**21.11  
CHELSFIELD AND PRATTS  
BOTTOM  
CONSERVATION AREA**

**(11/03108/FULL1) - Lilly's Farm, Chelsfield Lane, Orpington.**

Demolition of existing commercial buildings and erection of 4 x four bed, 1 x five bed and 1 x six bed detached residential dwellings with associated vehicular access and parking and formation of community car parking area and village pond.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Julian Grainger were received at the meeting.

Comments from Ward Member Councillor Russell Jackson in objection to the application were reported. It was reported that objections to the application had been received from the Advisory Panel for Conservation Areas.

A further letter of support from a local resident had been received.

Comments from the Chairman of the Chelsfield Village Association in support of the application were reported at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended for the reasons set out in the report of the Chief Planner with reason 3 amended to read:-

'3 The proposed development would, by reason of its density, size and siting, fail to preserve or enhance the character and appearance of the Chelsfield Village Conservation Area, contrary to Policies BE1, BE3 and BE11 of the Unitary Development Plan and the Chelsfield Village Conservation Area Supplementary Planning Guidance.'

**22 CONTRAVENTIONS AND OTHER ISSUES**

**22.1  
BICKLEY**

**(DRR/11/145) - Former Widmore Public House, Bickley Road, Bickley.**

Members having considered the report **RESOLVED that ENFORCEMENT ACTION BE TAKEN TO CEASE THE USE OF THE CAR PARK OF THE FORMER PUBLIC HOUSE FOR PARKING AND STORAGE OF VEHICLES RELATED TO ADJOINING GARAGE PREMISES.**

REASON: The development results in an undesirable intensification of a commercial use which would be

detrimental to the residential amenities of neighbouring properties and is hazardous to road safety, contrary to Policies BE1 and T18 of the Unitary Development Plan.

**22.2**  
**ORPINGTON**

**(DRR/11/143) - Unauthorised Telecommunications Installation at Spur Road, Orpington.**

Oral representations in support of enforcement action being taken were received at the meeting. A letter from the applicant's solicitor had been circulated and the Chairman allowed sufficient time for Members to peruse the document. The Legal Representative informed Members that prior approval of the application had clearly not been granted however, works had continued which had not been completed in accordance with the application. Members were informed at the meeting that works were in progress to bring the development in line with the details in the application. The matter for Members to consider at this stage was whether it was expedient to authorise enforcement action. Comments from Ward Member Councillor William Huntington-Thresher in support of enforcement action being authorised were reported at the meeting. Members having considered the report and representations, **RESOLVED that ENFORCEMENT ACTION BE AUTHORISED TO REMOVE THE TELECOMMUNICATIONS INSTALLATION.** REASON: The development is considered to be detrimental to the visual amenities of the area, contrary to Policies BE1 and BE22 of the Unitary Development Plan.

**23 TREE PRESERVATION ORDERS**

**23.1**  
**CRYSTAL PALACE**

**(TPO 2421) - Objections to Tree Preservation Order 2421 at 79 Belvedere Road, Anerley.**

Oral representations in objection to the making of an Order were received. Oral representations from Ward Member Councillor John Canvin in objection to the making of an Order were received at the meeting. Comments from the Chartered Structural and Corporate Building Engineer were reported at the meeting and a Statement was circulated to Members. Members having considered the report, objections

and representations, **RESOLVED that Tree Preservation Order No. 2421 relating to one holly tree NOT BE CONFIRMED.**

**23.2  
CHISLEHURST**

**(TPO 2427) - Objections to Tree Preservation Order 2427 at 32 Holbrook Lane, Chislehurst.**

Oral representations in objection to the making of an Order were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that Tree Preservation Order No. 2427 relating to one cypress tree NOT BE CONFIRMED** subject to the following condition:-

1 A replacement tree or trees of sizes and species to be agreed in writing by the Local Planning Authority shall be planted in such positions as shall be agreed by the Authority within 12 months of the removal of the tree(s). Any replacement tree which dies, is removed or becomes seriously damaged or diseased within 5 years of the date of this consent shall be replaced in the next planting season with another of similar size and species to that originally planted. **REASON:** In order to comply with Policy NE8 of the Unitary Development Plan and in the interest of the visual amenities of the area.

**23.3  
PENGE AND CATOR**

**(TPO 2428) - Objections to Tree Preservation Order 2428 at 163 Venner Road, London SE26**

Members having considered the report and objections, **RESOLVED that Tree Preservation Order No. 2428 relating to one bay tree BE CONFIRMED** as recommended in the report of the Chief Planner.

**23.4  
BROMLEY TOWN**

**(TPO 2433) - Objections to Tree Preservation Order 2433 at Bromley and Sheppards College, London Road, Bromley.**

Oral representations in objection to the making of an Order were received at the meeting.

Comments received from the Principal Tree Officer were reported at the meeting.

Members having considered the report, objections and representations, **RESOLVED that Tree Preservation Order No. 2433 relating to one oak tree BE CONFIRMED** as recommended in the report of the Chief Planner.



**23.5  
FARNBOROUGH AND  
CROFTON**

**(TPO 2437) - Objections to Tree Preservation  
Order 2437 at 2 Pondfield Road, Orpington.**

Members having considered the report and objections  
**RESOLVED that Tree Preservation Order No. 2437  
relating to one larch and one maple tree NOT BE  
CONFIRMED.**

The Meeting ended at 10.30 pm

Chairman

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## SECTION '1' – Applications submitted by the London Borough of Bromley

**Application No :** 11/03035/FULL1

**Ward:**  
**Penge And Cator**

**Address :** Melvin Hall Melvin Road Penge London  
SE20 8EU

**OS Grid Ref:** E: 535226 N: 169787

**Applicant :** Jackie Simpson

**Objections :** NO

### **Description of Development:**

Replacement aluminium windows

### **Proposal**

It is proposed to replace the existing timber / steel single glazed windows and doors with white aluminium frames. The design of the windows / doors in most instances replicate the design of the existing.

### **Location**

The site is located at the south-eastern end of Melvin Road close to the junction with Croydon Road. Melvin Hall is a single storey detached building which is owned by the London Borough of Bromley and used as a day centre for the elderly. It operates Monday to Friday between 8am-4.30pm.

The site is bounded to the south-east by the rear gardens of detached properties fronting Nos. 70-76 Croydon Road. To the north-west there is a close boarded boundary fence between the flank boundary with No.22 Melvin Road and an open area of hardstanding / estate road which backs onto Capel Court, properties fronting Melvin Road and Padua Road.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Planning Considerations**

The applicant has stated that the replacement windows are required for the following reasons:

- to reduce the future maintenance liability of the existing windows

- remove any hazardous areas where existing windows open onto areas at head height with restrictors
- improve conditions for staff etc allowing better temperature control

Relevant policies appear to be Policy BE1 relates to the design of development and expects all new development to be of a high standard such that it should not detract from the existing street scene. In addition Policy C2 relates to Community Facilities and Development and seeks to ensure that development proposals take appropriate account of community needs.

### **Planning History**

Planning permission was recently granted under planning ref. 10/01385 for the erection of metal security fencing across part of the side boundary.

### **Conclusions**

At present the windows and doors installed at Melvin Hall are a mixture of steel and timber. The scheme proposed would provide a uniform treatment throughout and would improve the appearance of this building. Furthermore, it would allow an important community facility to function in a building which is fit for purpose.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01385 and 11/03035, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |                 |  |
|---|-----------------|--|
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | AJ02B           | Justification UNIQUE reason OTHER apps                         |

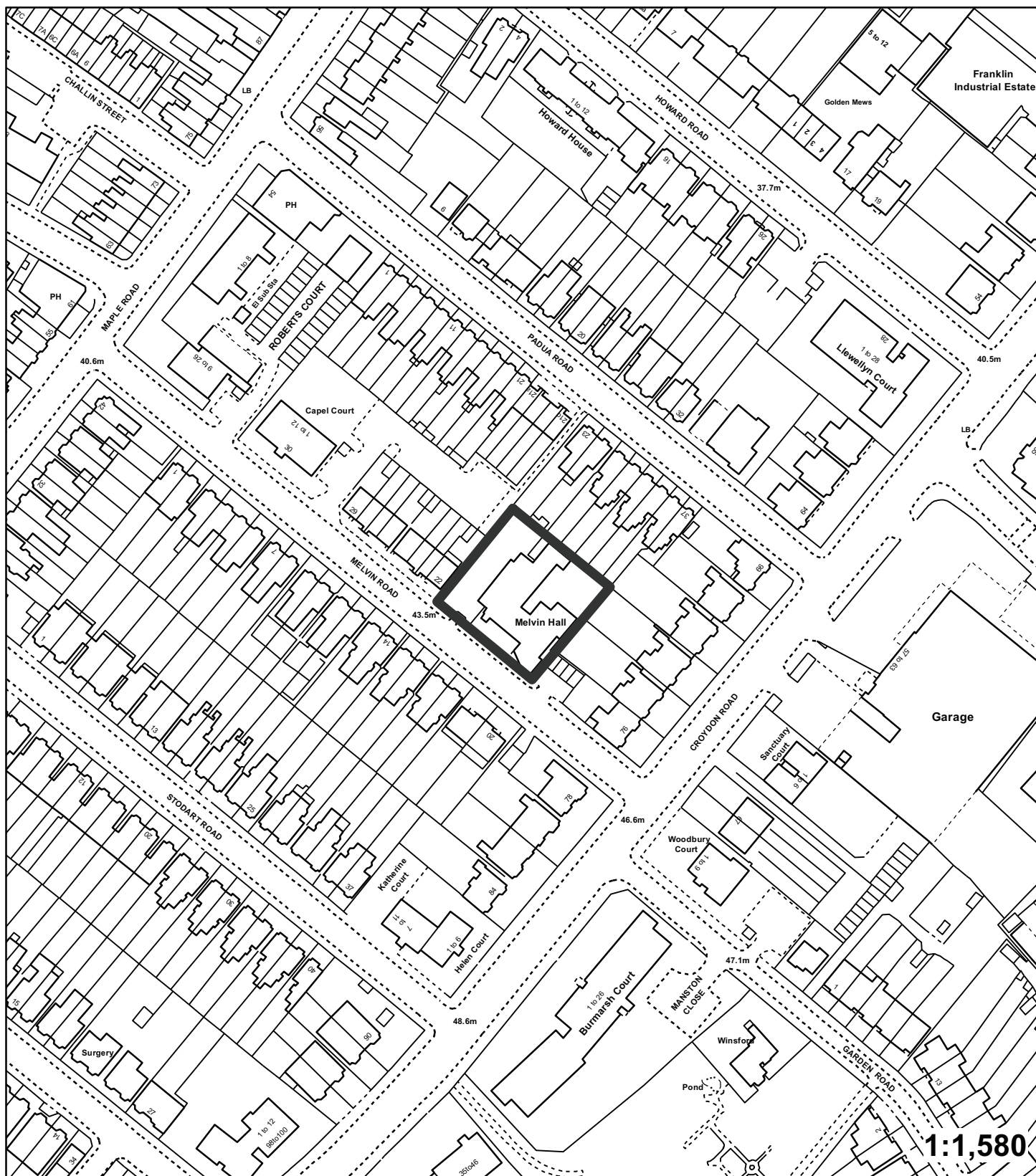
Policies (UDP)

- BE1 Design of New Development
- C2 Community Facilities

**Application:**11/03035/FULL1

**Address:** Melvin Hall Melvin Road Penge London SE20 8EU

**Proposal:** Replacement aluminium windows



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03214/FULL6

**Ward:**  
**Bromley Common And  
Keston**

**Address :** 55 Forest Drive Keston BR2 6EE

**OS Grid Ref:** E: 542371 N: 165056

**Applicant :** Mr Kevin Chan

**Objections :** YES

### **Description of Development:**

Part one/two storey front, side and rear extensions including increase in roof height to form second floor accommodation, creation of balcony areas to front and rear and creation of basement accommodation

Key designations:

Conservation Area: Keston Park

### **Proposal**

The application proposes to construct part one/two storey front and rear extensions including increase an increase in roof height to form second floor accommodation; creation of balcony areas to front and rear; creation of basement accommodation.

The proposed front extension would be some 11.3 metres in terms of its depth of forward projection and would be located at its closest point around 2.5 metres away from the flank boundary of the site located adjacent to the rear gardens of the properties in Croydon Road. The front extension would accommodate at ground floor a new integral double garage, cloak room, boiler room, porch and hall. The first floor would accommodate a bedroom, gallery landing, bathroom, kitchen and balcony. The balcony would be located above the proposed front porch.

The rear extension would accommodate at ground floor an extended living room towards the northern boundary adjacent to the rear gardens of the properties located within Croydon Road and a new breakfast room located towards the southern boundary. At first floor additional bedrooms are created with an enclosed balcony area.

### **Location**

The application site is a detached residential property located within the Keston Park estate. The existing two storey house has around 3600sqft floor area set out in a linear layout across the site to maximise the front and rear aspects.

The surrounding area is predominantly residential in character with large detached properties on substantial plots.

### **Comments from Local Residents**

- The street scene and the ratio of house size to plot size referred to by the applicant is incorrect in that it shows a plan of the house which was never built.
- The property is already in an elevated position and the sheer size, bulk and scale of the proposed extensions would result in loss of light, outlook and privacy.
- The proposal is virtually a redevelopment of the property with the overall height and scale of the existing building being substantially increased.
- The development would result in harm to the existing trees and boundary vegetation.
- If this is approved it would result in further unacceptable redevelopments of properties within the area.

In response to some of these comments an up to date approved as built site layout has been submitted by the applicants agent along with illustrative images to further demonstrate the scale and massing of the approved adjacent dwelling at number 53 towards the southern boundary of the site.

The full text of this correspondence is available to view on file.

### **Comments from Consultees**

From a heritage and urban design point of view, the previous comments and concerns on the refused application are still applicable in this case. The proposal would not be subservient to the host dwelling and would result in an over development of the site.

The Advisory Panel for Conservation Areas, (APCA) were consulted on the application and made the following comments:

The proposed extensions are an overdevelopment of excessive intensity, detrimental to the host building and harmful to the character of the conservation area.

With regards to trees and landscaping issues, no significant trees would be affected by the proposals. If minded to approve the application, appropriate planning conditions should be imposed on any approval to ensure existing trees are protected.

### **Planning Considerations**

The application falls to be determined in accordance with S.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which states that special attention shall be paid to the desirability of preserving or enhancing the character



or appearance of that conservation area. The following policies of the Unitary Development Plan and London Plan are further considerations:

BE1 Design of New Development

BE11 Conservation Areas

H8 Residential Extensions

H9 Side Space

The Supplementary Planning Guidance for the Keston Park Conservation Area is a consideration here.

All other material considerations shall also be taken into account.

### **Planning History**

Under planning application ref. 10/01702, planning permission was refused for a part one/ two storey front, side and rear extension including an increase in roof height to form second floor accommodation, creation of balcony areas to front and rear and creation of basement. The proposal was considered to constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces and the bulk of the proposed extensions would detract from the character of the building and would harm the character and appearance of this part of the Keston Park Conservation Area contrary to Policies BE1, BE11 and H8 of the Unitary Development Plan.

The proposal was also considered to be over dominant and detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact and loss of prospect in view of its size and depth of rearward projection thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.

### **Conclusions**

The main issues in this case are whether the current proposals would result in an overdevelopment of the site, whether they would adequately protect the amenities of adjacent residents in terms of light, privacy and outlook, whether the proposal would significantly harm the spatial standards of the locality and whether the development would preserve or enhance the character and appearance of the conservation area and the street scene in general.

Policies BE1, BE11, H8 and H9 draw attention to the need to respect the character, appearance and spatial standards of the surrounding area. The area around the site is predominantly residential and the buildings in the area are of a variety of styles and scale.

In this particular case, whilst it is acknowledged that the proposal has been reduced in its overall size and scale to attempt to address the previous reasons for refusal, the extensions proposed would still result in an extension towards the rear of some 4 metres located adjacent to the boundary with the rear gardens of properties within Croydon Road. The proposed extension towards the front of the

property would have a depth of projection of some 11.3 metres and these extensions would potentially result in some loss of outlook and amenity to the rear gardens of the properties located within Croydon Road.

Whilst the dwelling is not substantially increased in width as a result of this proposal, the overall depth and bulk is significantly increased. There is currently limited boundary vegetation / screening towards the northern boundary and as a result of this proposal the rear gardens of the properties located within Croydon Road which are located at a lower ground level would face a large, tall and long flank wall.

It may also be considered that the proposed extensions due to their design; scale and bulk fail to respect the conservation area and the setting of the existing building. The proposed extensions do not appear subservient to the host property. The depth and extent of the extensions proposed are considered to be harmful to the host building and the character of the conservation area in general. The proposal results in a significant increase in the footprint of the building and a large extension towards the front and rear of the property. The proposal is therefore considered harmful to the buildings character and the character and spatial standards of the conservation area.

Whilst the proposed extensions have been reduced in terms of their overall footprint and height, Members may still consider that the proposed extensions result in a significant increase in the overall built footprint of the site, harmful to residential amenities and the character and appearance of the conservation area in general.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01702 and 11/03214, excluding exempt information.

## **RECOMMENDATION: PERMISSION BE REFUSED**

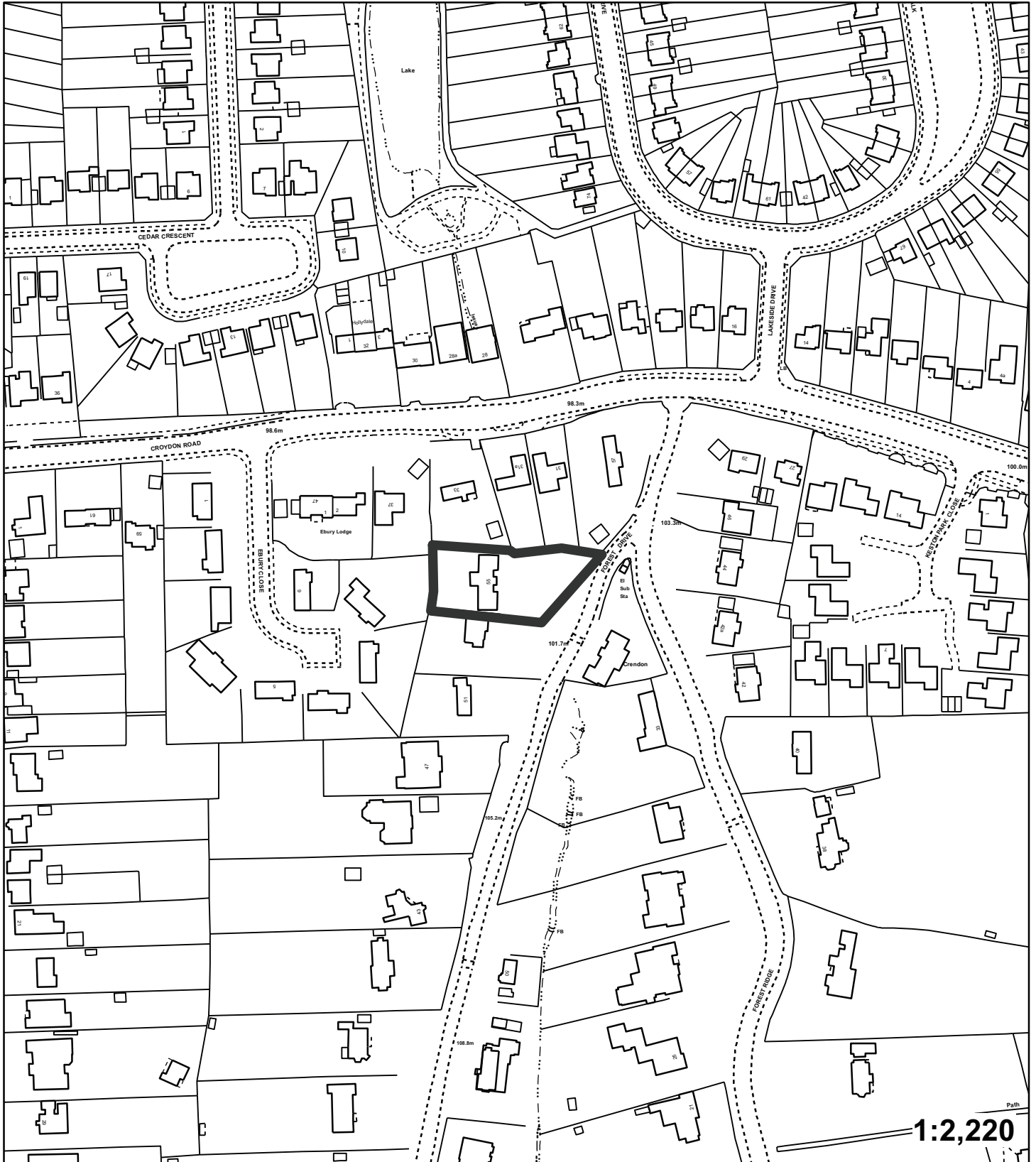
The reasons for refusal are:

- 1 The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces and the bulk of the proposed extensions would detract from the character of the building and would harm the character and appearance of this part of the Keston Park Conservation Area contrary to Policies BE1, BE11 and H8 of the Unitary Development Plan.
- 2 The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy by reason of visual impact and loss of prospect in view of its size and depth of rearward projection thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.

**Application:**11/03214/FULL6

**Address:** 55 Forest Drive Keston BR2 6EE

**Proposal:** Part one/two storey front, side and rear extensions including increase in roof height to form second floor accommodation, creation of balcony areas to front and rear and creation of basement accommodation



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03300/OUT

**Ward:**  
**Bickley**

**Address :** 15 Bickley Road Bickley Bromley BR1  
2ND

**OS Grid Ref:** E: 542047 N: 169055

**Applicant :** Mr Nigel Styles

**Objections :** NO

### **Description of Development:**

Two/three storey block comprising 7 two/three bedroom flats and 2 two storey five bedroom dwellings with associated car parking, cycle and bin stores and access onto Bickley Road OUTLINE APPLICATION

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
London Distributor Roads  
Tree Preservation Order

### **Proposal**

- This application has been submitted in outline form with only layout and means of access to be considered at this stage, however, floorplans and elevational plans have also been submitted for illustrative purposes only
- It is proposed to erect a block of 7 flats towards the front of this site, with 2 detached dwellings provided to the rear, accessed via a new side access road adjacent to No.13
- Parking for the flats would be provided at the front of the site including a covered parking area, while the detached houses would each have a double garage
- The existing vehicular access from Bickley Road would be stopped up and a more centrally located access provided
- Two of the ground floor flats would have a private garden, while the other flats would share a rear communal garden
- Front and rear balconies to the flats are shown on the illustrative plans at first and second floor levels, along with 2 enclosed roof terraces
- Refuse and cycle stores are shown towards the front of the site.

### **Location**

This site measures 0.38ha and was previously occupied by a large detached dwelling which was demolished in approximately 2005. The site is bounded to the north-west by a large detached dwelling at No.13, a locally listed building which is currently being extended, and to the south-east by a detached dwelling at No.17 which is Statutorily Listed. It borders No.12 Heath Park Drive to the south, and a newly built dwelling known as No.2 Baylis Place now occupies part of the rear garden of No.17 adjacent, planning permission having been granted on appeal in 2009.

Two oak trees at the front of the site are covered by a Tree Preservation Order.

### **Comments from Local Residents**

No third party representations have been received to date.

### **Comments from Consultees**

The Council's highway engineer comments that the relocated vehicular access has previously been approved under an earlier scheme for a block of 12 flats, and therefore, the principle has been established, although the final design would still need to be approved by the Council. No objections are raised to the number of parking spaces provided for the development, although the spaces would not be large enough to be used for garages, and any supports for the covered parking areas should not impede turning from the spaces.

With regard to crime prevention measures, concerns are raised that the car parking spaces provided at the front of the site would not have any surveillance from active rooms in the flats which are located to the rear, and that the covered spaces would limit passing surveillance further. It is recommended that some active rooms are provided at the front of the block of flats, and that open parking or garages are provided rather than covered spaces. Alternatively, the parking area in front of the flats could be secured with restricted access to residents only.

No objections are raised to the refuse storage provision, so long as the 2 detached dwellings also use the bin store at the front of the site.

With regard to environmental health issues, the site is located close to a former landfill site, and as such, a condition requiring a contaminated land soil survey to be submitted is suggested.

No objections are raised to the proposals by Thames Water.

### **Planning Considerations**

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

- BE1 Design of New Development
- H7 Housing Density & Design
- T3 Parking

## **Planning History**

Outline permission was refused in 2005 (ref. 04/04555) for the erection of a three storey block comprising 12 two bedroom flats on grounds relating to the overdevelopment of the site, the detrimental impact on adjacent listed and locally listed buildings, and the inadequate means of access. However, the proposals were allowed on appeal in October 2005, and the reserved matters were approved in 2009 (ref.08/03691). Foundations were laid in accordance with ref. 08/03691, and this permission is therefore extant.

Two earlier outline schemes were refused in 1986 (ref. 85/02865) and 1998 (ref. 98/00387) for the erection of two detached dwellings and a single dwelling respectively within the rear garden of No.15. An appeal against the refusal of a single detached dwelling (ref. 98/00387) was dismissed in 1998.

## **Conclusions**

The main issues in this case are the impact of the proposals on the character and appearance of the surrounding area, including the effect on the adjacent listed and locally listed buildings, on the amenities of nearby residents, and on the retention of important trees on the site.

The provision of a block of flats on the front of this site has already been established with the granting on appeal of an outline scheme for a similar sized block containing 12 smaller flats, compared with the 7 larger flats now proposed. The previous scheme proposed open parking at the front with a more centralised access (as opposed to a mix of open and covered frontage parking in the current case), while the whole of the rear garden was to be used as a communal amenity area for the flats.

The structure providing covered parking would be immediately adjacent to the frontage of the site and in view of its impact/prominent location, the applicant has been asked to confirm whether this element can be deleted from the proposal.

The current scheme now proposes the addition of two detached dwellings within the rear garden area of the site, thus reducing the size of the communal amenity area for the flats, along with a side access road which would run along part of the side boundary with No.13. Proposals for dwellings in this rear garden area were previously refused in the 1980s and 1990s as such backland development was considered to be out of character with the surrounding area and harmful to residential amenity. However, permissions were subsequently granted for new dwellings to the rear of Nos.17 and 19 Bickley Road which have similar relationships with their respective host dwellings and with properties to the rear in Heath Park Drive, and share a side access drive.

The application site has a longer rear garden area, and could adequately accommodate two detached dwellings in the slightly staggered positions shown on the submitted site plan, which would align with the adjacent dwellings recently built



at Nos.1 and 2 Baylis Place, and would maintain good separations to the side boundaries and to the rear boundary with No.12 Heath Park Drive, providing adequate rear garden areas for future occupiers. The reduced size of the rear communal area for the flats is still considered to be adequate given the reduced number of flats now proposed, and the provision of private gardens to some of the flats.

Given the size of the site and the relationship with adjoining developments, the proposals are not considered to appear cramped nor out of character with the surrounding area, and would not have a detrimental impact on the setting of the adjacent statutory and locally listed buildings.

In terms of the impact on neighbouring properties, the proposed block of flats would be set back approximately 5.6m from the north-western flank boundary with No.13, and the side access road would run adjacent to the boundary with this property for approximately 20m, however, given that it would serve only two additional dwellings, as with the new access road which serves Nos.1 and 2 Baylis Place, the proposals are considered to be acceptable in this respect.

The proposed block of flats would have a similar separation to No.17 as the permitted scheme, with a greater setback provided towards the rear, therefore, the proposals are not considered to adversely impact on the amenities of the occupiers of the adjacent property.

The proposed dwelling to the rear on Plot A would lie adjacent to No.2 Baylis Place but would be set at a lower level and would maintain a separation of 3.2m to the side boundary. The illustrative elevations show that no first floor flank windows are proposed to face this property, and no windows in the flank elevation of No.2 Baylis Place would be unduly affected.

No.12 Heath Park Drive is situated to the rear of the proposed dwellings, and the nearest dwelling would be set back 20m from the side elevation of this property, with good screening provided along this boundary.

The proposals are not, therefore, considered to have a detrimental impact on the amenities of adjoining residents.

The two protected oak trees at the front of the site are shown to be retained, although the tree closest to the proposed new access (T.2) has decay fungi present. Both trees would be affected by new hard surfacing, however, the tree report submitted recommends a no-dig method of construction to ensure that the trees could be retained safely which is considered acceptable. No other significant trees would be affected.

Background papers referred to during production of this report comprise all correspondence on files refs. 85/02865, 98/00387, 04/04555, 08/03691 and 11/03300, excluding exempt information.

**RECOMMENDATION: PERMISSION**



Subject to the following conditions:

- |    |        |   |             |
|----|--------|---|-------------|
| 1  | ACA02  | Details req. pursuant outline permission                  | appearance, |
|    |        | landscaping and scale                                     |             |
|    | ACA02R | Reason A02  |             |
| 2  | ACA03  | Compliance with landscaping details                       | 1           |
|    | ACA03R | Reason A03  |             |
| 3  | ACA07  | Boundary enclosure - no detail submitted                  |             |
|    | ACA07R | Reason A07  |             |
| 4  | ACB01  | Trees to be retained during building op.                  |             |
|    | ACB01R | Reason B01  |             |
| 5  | ACB02  | Trees - protective fencing                                |             |
|    | ACB02R | Reason B02  |             |
| 6  | ACB03  | Trees - no bonfires                                       |             |
|    | ACB03R | Reason B03  |             |
| 7  | ACB04  | Trees - no trenches, pipelines or drains                  |             |
|    | ACB04R | Reason B04  |             |
| 8  | ACB16  | Trees - no excavation                                     |             |
|    | ACB16R | Reason B16  |             |
| 9  | ACC01  | Satisfactory materials (ext'n'l surfaces)                 |             |
|    | ACC01R | Reason C01  |             |
| 10 | ACD02  | Surface water drainage - no det. submitt                  |             |
|    | ADD02R | Reason D02  |             |
| 11 | ACD04  | Foul water drainage - no details submitt                  |             |
|    | ADD04R | Reason D04  |             |
| 12 | ACH02  | Satisfactory parking - no details submit                  |             |
|    | ACH02R | Reason H02  |             |
| 13 | ACH04  | Size of parking bays/garages                              |             |
|    | ACH04R | Reason H04  |             |
| 14 | ACH05  | Size of garage  |             |
|    | ACH05R | Reason H05  |             |
| 15 | ACH16  | Hardstanding for wash-down facilities                     |             |
|    | ACH16R | Reason H16  |             |
| 16 | ACH18  | Refuse storage - no details submitted                     |             |
|    | ACH18R | Reason H18  |             |
| 17 | ACH22  | Bicycle Parking   |             |
|    | ACH22R | Reason H22  |             |
| 18 | ACH23  | Lighting scheme for access/parking                        |             |
|    | ACH23R | Reason H23  |             |
| 19 | ACH24  | Stopping up of access                                     |             |
|    | ACH24R | Reason H24  |             |
| 20 | ACH27  | Arrangements for construction period                      |             |
|    | ACH27R | Reason H27  |             |
| 21 | ACH32  | Highway Drainage  |             |
|    | ADH32R | Reason H32  |             |
| 22 | ACI02  | Rest of "pd" Rights - Class A, B,C and E                  |             |
|    | ACI03R | Reason I03  |             |
| 23 | ACI12  | Obscure glazing (1 insert) in the flank elevations of the |             |
|    |        | block of flats  |             |
|    | ACI12R | I12 reason (1 insert) BE1                                 |             |

24	ACI21	Secured By Design
	ACI21R	I21 reason
25	ACI24	Details of means of screening-balconies
	ACI24R	Reason I24R
26	ACK05	Slab levels - no details submitted
	ACK05R	K05 reason
27	ACK09	Soil survey - contaminated land
	ACK09R	K09 reason

**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
- H7 Housing Density and Design
- T3 Parking
- NE7 Development and Trees

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

- (a) the visual impact on the surrounding area
- (b) the impact on the amenities of the occupiers of nearby residential properties
- (c) the character of the development in the surrounding area
- (d) the impact on important trees on the site
- (e) the impact on the setting of the statutory and locally listed buildings

and having regard to all other matters raised, including neighbours concerns.

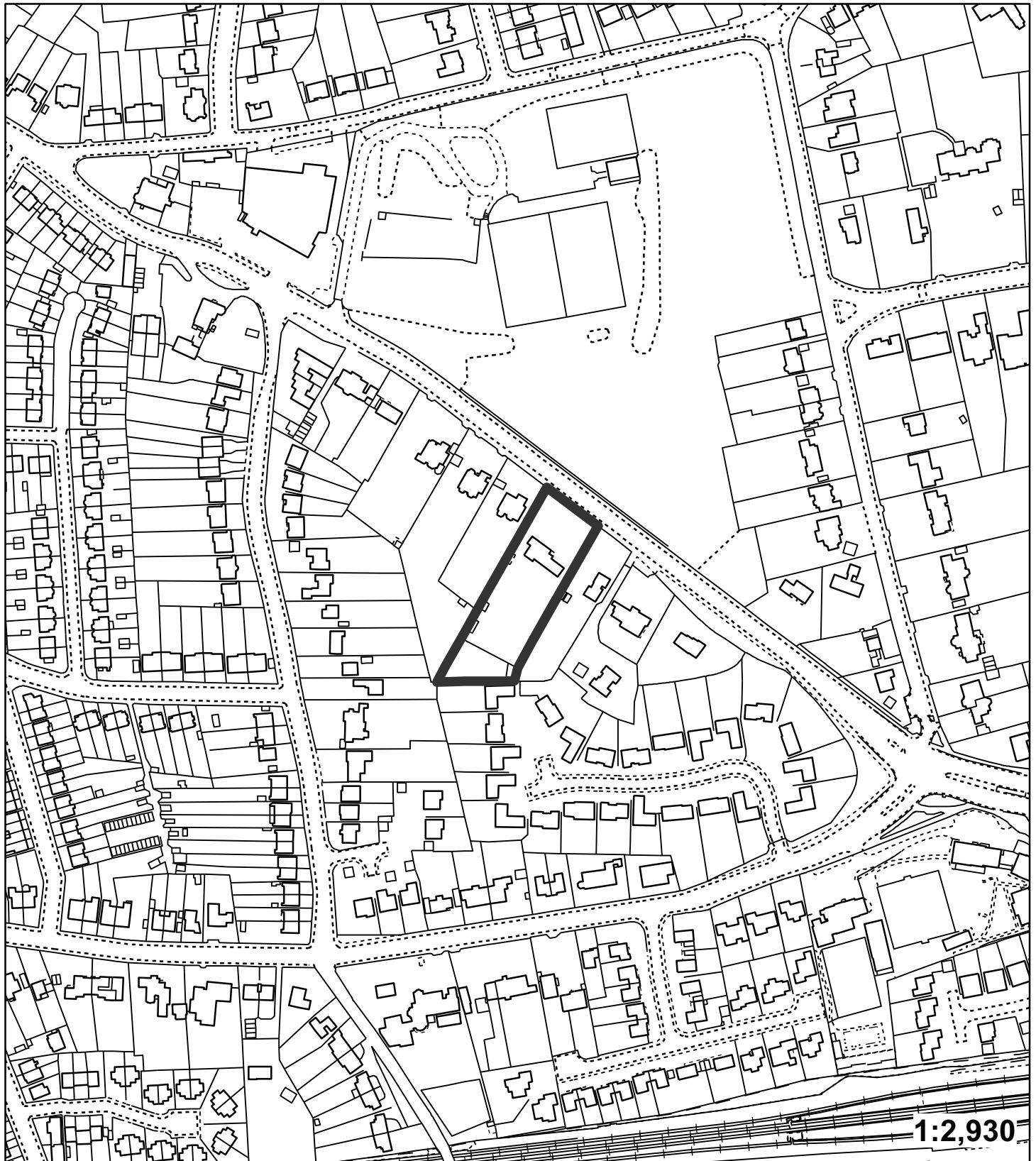
**INFORMATIVE(S)**

- 1 RDI16 Contact Highways re. crossover

**Application:**11/03300/OUT

**Address:** 15 Bickley Road Bickley Bromley BR1 2ND

**Proposal:** Two/three storey block comprising 7 two/three bedroom flats and 2 two storey five bedroom dwellings with associated car parking, cycle and bin stores and access onto Bickley Road **OUTLINE APPLICATION**



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03374/FULL6

**Ward:**  
**Farnborough And Crofton**

**Address :** 15 Starts Hill Avenue Orpington BR6  
7AU

**OS Grid Ref:** E: 543929 N: 164530

**Applicant :** Ms Lucy Rogers

**Objections :** YES

### **Description of Development:**

Part one / two storey front, side and rear extension

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding

### **Proposal**

Permission is sought for a part one part two storey front, side and rear extension to provide an enlarged living area and internal garage at ground floor level with an additional bedroom and en-suite to the first floor.

The front extension consists of a porch and forward projection for the proposed garage with a depth of 1.2 metres and a width of 7.1 metres. A pitched roof is proposed and this element involves the relocation of the front door from the flank elevation to the principal elevation.

The side element has a width of 3.7 metres and an overall depth of 11.5 metres at ground floor level and 8.1 metres at first floor level. The ground floor element projects 4.5 metres beyond the existing rear elevation, with the first floor element projecting some 1.2 metres. A side space of between 1.09 metres and 0.94 metres is proposed.

The single storey rear element has a rearward projection of 3.5 metres and adjoins the side element. The extension runs the full width of the existing dwelling and the proposed side element to give a total width of 11.3 metres and features a flat roof design.

### **Location**

The application site is located to the northern edge of Starts Hill Avenue at the point where later development is marked by a change in the road layout. The site features a two storey semi-detached dwelling.

### **Comments from Local Residents**

The adjoining owner at 14 Pinecrest Gardens has objected to the proposal on the grounds that it would have a detrimental impact upon the daylight to the neighbouring property due to overshadowing.

### **Comments from Consultees**

No objections are raised from a Highways perspective with regard to the change in parking arrangements and the proposed garage, subject to condition.

### **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
- H8 Residential Extensions
- H9 Side Space
- T3 Parking

### **Planning History**

This application is a revised scheme following the refusal of application reference 11/02776 on the grounds that:

“The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two storey development in the absence of which the extension would constitute a cramped form of development, out of character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan.”

It should also be noted that a number of planning applications incorporating two storey side extensions have been permitted within Starts Hill Avenue including the adjoining property at No.13 (reference 03/01815) and most recently at No.3 (reference 09/01614).

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

The proposed single storey front extension primarily consists of a porch with the pitched roof being incorporated into the front elevation of the proposed garage within the two storey side element. The forward projection is relatively modest and would not result in a loss of parking and is not considered to be out of character with the area or the host dwelling.

The single storey rear extension is also relatively modest at 3.5 metres in depth. The neighbouring property at No.13 does not have a rear extension and it is noted that the existing boundary treatments are quite open, with low level fencing. Although this element would have an impact upon the neighbouring property's amenity, it is not considered that the proposed depth is excessive and that given the orientation of the two properties it is unlikely that any impact would result upon the daylight received by No.13. As such it is considered that this element is acceptable.

A part one, part two storey side extension is also proposed. To the rear this is predominantly a single storey extension with the two storey element projecting some 1.2 metres beyond the existing rear elevation. Following the refusal of the previous proposal, the width of this element has been reduced to 3.5 metres.

Although some overshadowing will result from the proposal, it is considered that due to the orientation of the application site to the property to the eastern boundary, 14 Pinecrest Gardens, this will occur predominately in the late afternoon during Autumn and Winter. It is considered that the proposal will not result in an unacceptable impact upon the neighbouring amenity.

The two storey part of the side extension achieves a side space of between 1.2 metres and 1.05 metres with the proposed garage has an internal width of 3.2 metres which exceeds the minimum 2.6 metres at outlined by Appendix II of the adopted Unitary Development Plan.

The proposed scheme has had an overall reduction in width of between 200mm and 300mm over the previously refused scheme in order to overcome the refusal ground of application reference 11/03374. It is considered that the requirements of Policy H9 are now satisfied and that the refusal ground has been overcome.

Having had regard to the above it was 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 files refs. 11/02776 and 11/03374, excluding exempt information.

## RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1     ACA01       Commencement of development within 3 yrs  
      ACA01R     A01 Reason 3 years
- 2     ACC04       Matching materials  
      ACC04R     Reason C04
- 3     ACH03       Satisfactory parking - full application  
      ACH03R     Reason H03
- 4     ACH32       Highway Drainage  
      ADH32R     Reason H32
- 5     ACI13       No windows (2 inserts)       eastern flank   development  
      ACI13R     I13 reason (1 insert)   BE1 and H8
- 6     ACK01       Compliance with submitted plan

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenity of neighbouring properties.

- 7     AJ02B       Justification UNIQUE reason OTHER apps

Policies UDP

- BE1   Design of New Development
- H8    Residential Extensions
- H9    Side Space
- T3    Parking

## INFORMATIVE(S)

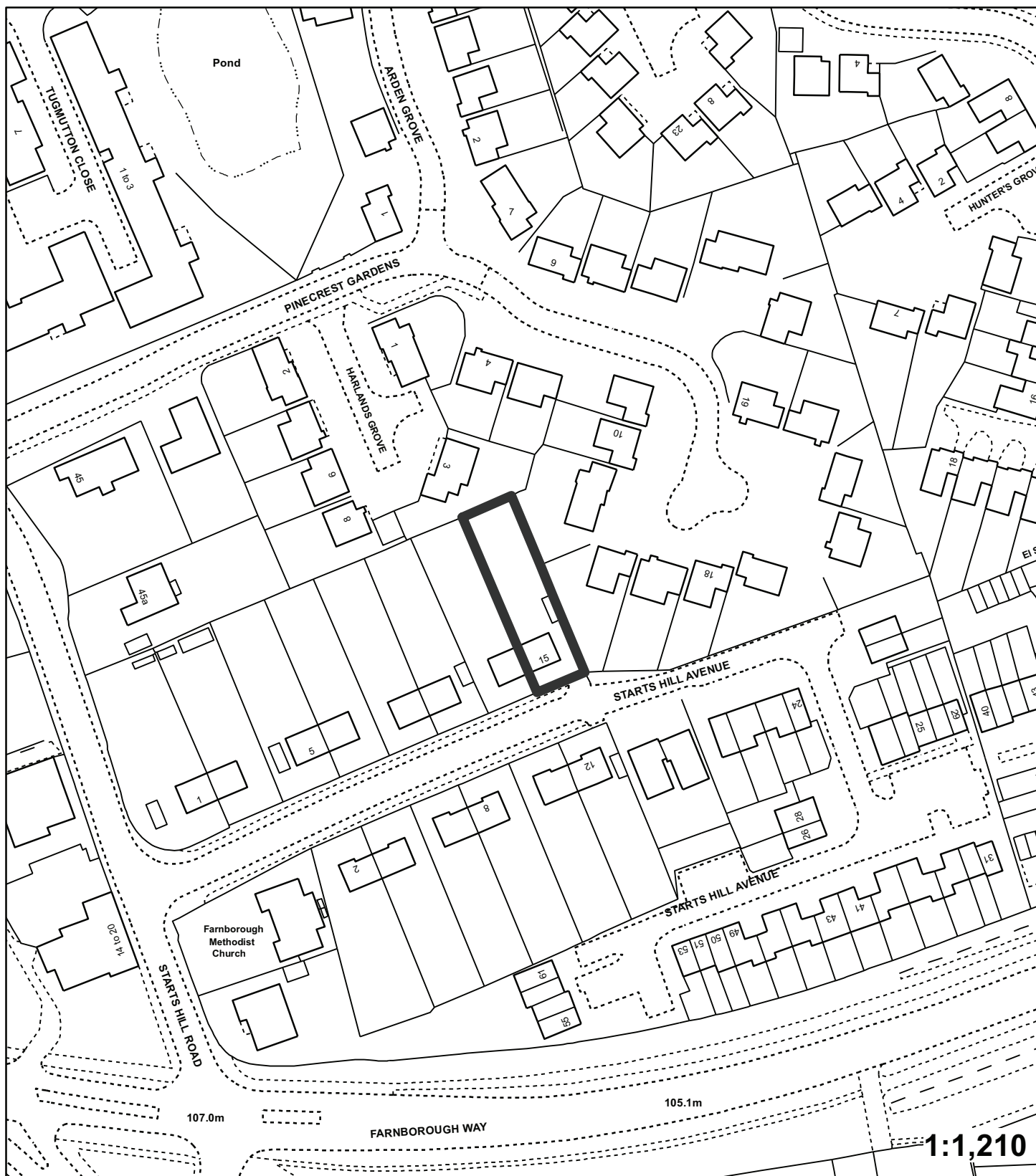
- 1     RDI07       1 metre side space



**Application:**11/03374/FULL6

**Address:** 15 Starts Hill Avenue Orpington BR6 7AU

**Proposal:** Part one / two storey front, side and rear extension



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03468/FULL1

**Ward:**  
**Bromley Common And  
Keston**

**Address :** Courtways Holwood Park Avenue  
Orpington BR6 8NG

**OS Grid Ref:** E: 542845 N: 164642

**Applicant :** Mr And Mrs D Caulfield

**Objections :** YES

### **Description of Development:**

Demolition of existing dwelling house and garage and erection of a two storey seven bedroom house with accommodation in roofspace, integral garage and re-siting of outside swimming pool

#### Key designations:

Conservation Area: Keston Park  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Sites of Interest for Nat. Conservation

### **Proposal**

Planning permission is sought for:

- the demolition of the existing dwelling
- the replacement with a two storey house with accommodation within roofspace
- seven bedrooms each with dressing room and ensuite facilities
- integral double garage
- replacement outdoor swimming pool

An application Conservation Area Consent to demolish the building is also on the Plans-Sub Committee agenda under ref.11/03725/CAC.

### **Location**

The site is located within the Keston Park Conservation Area with the property sited towards the end of Holwood Park Avenue. The application site at present comprises a large detached two storey house with a single storey link extension to a double storey garage. The existing building is an attractive Arts and Crafts house

with some well executed detailing such the herring bone brickwork on the projecting bay.

### **Comments from Local Residents**

Nearby owners and occupiers were consulted on the application and the following comments have been received:

- demolition of existing house should be refused as Courtways makes a positive contribution to the Conservation Area
- loss of property would be detrimental to the Keston Park
- one of the few remaining properties worthy of preservation

Any further comments will be reported verbally at the meeting.

### **Comments from Consultees**

The Advisory Panel for Conservation Areas (APCA) have not provided comments regarding the application.

No objections have been received from the Council's Highways engineer.

From a Heritage point of view the existing building is considered to make a positive contribution to the conservation area.

### **Planning Considerations**

In considering the application the main policies are H1, H7, H9, BE1, BE11, BE12, BE14, T3 and T18 of the Unitary Development Plan. These concern the housing supply and design of new housing/new development; conservation areas; the demolition in conservation areas; trees in conservation areas; the provision of adequate car parking and road safety.

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 BE12 requires a high standard of design in new development generally, and seeks to protect the amenities of the occupants of neighbouring properties. Policy BE11 refers to development within conservation areas and includes requirements to preserve or enhance the area through new developments that will respect or complement the layout, scale, form and materials of existing building and spaces. Policy BE1 clearly states that the demolition of an unlisted building in a conservation area that makes a positive contribution to its character or appearance will not be permitted unless the following can be demonstrated:

- (i) there is clear and convincing evidence that reasonable efforts have been made to continue to the present use or to find a viable use for the building

- and these efforts have failed and it is demonstrated the preservation of the building as part of the scheme or in some form of charitable or community ownership is not possible or suitable; or
- (ii) the costs of repairs or maintenance of the building cannot be justified against its importance or the value derived from its retention, provided that the building has not been deliberately neglected; or
  - (iii) there will be substantial planning benefits for the community from redevelopment which would decisively outweigh loss from the resulting demolition.

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.

There are also a number of trees on the site that will need to be taken into account whilst assessing the application.

## **Planning History**

The planning history of the site can be summarised as follows:

- 09/01989- planning permission was granted for part one/ two storey front and rear extensions/side in-fill extension with roof alterations to include front and rear dormers and rear balconies. This application was permitted following the refusal of a previous application under ref. 09/00042.
- 92/02496- planning permission granted for single storey rear extensions
- 92/01838 and 92/01050- planning permission refused and dismissed on appeal for single storey side and rear extensions
- 85/00082- planning permission granted to replace flat roof with pitched roof

## **Conclusions**

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding conservation area, and on the amenities of neighbouring residential properties, having particular regard to the density, layout and design of the proposed scheme. Careful considered must also be given to the loss of the building within Keston Park Conservation Area.

The proposed dwelling will largely occupy a similar footprint to the existing building, although the proposed dwelling would have a larger depth. Although the footprint is comparable, the size and bulk of the proposed replacement is substantially larger than the existing house. The proposed property, whilst maintaining a pitched roof design, would also have a section of flat roof along the ridge when viewed from the

flank. The Agent makes reference to the design and use of materials in that they are proposed to be a similar style to the existing house.

Whilst it is not considered that the proposed dwelling in itself is of poor design or of an overbearing scale, Members will note that there are strong objections against the loss of the existing building. It is considered that the existing building makes a positive contribution to the Keston Park Conservation Area and its loss would be regrettable. Although the replacement would be of a similar style, in conservation terms Members will note that this is not best practice as it would not have the authenticity or integrity of the original property. On this basis, it is recommended that both applications be resisted and consequently request that Members refuse the demolition of the existing house and its proposed replacement

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03468 excluding exempt information.

### **RECOMMENDATION: PERMISSION BE REFUSED**

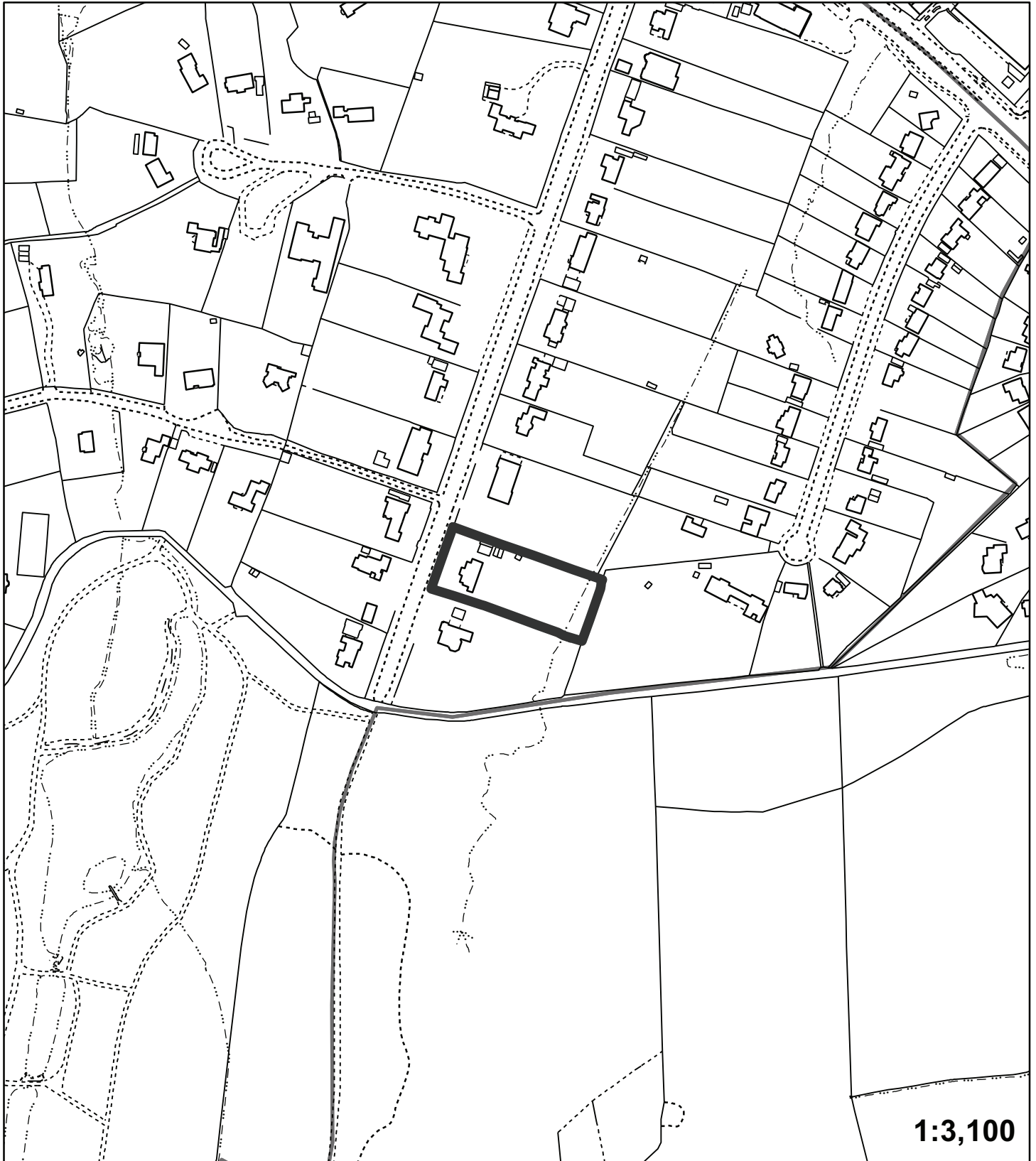
The reasons for refusal are:

- 1 The existing dwelling makes a positive contribution to the character and appearance of the Keston Park Conservation Area, and the replacement of this building would be harmful to the character and appearance of the Conservation Area, contrary to Policies BE11 and BE12 of the Unitary Development Plan.

**Application:**11/03468/FULL1

**Address:** Courtways Holwood Park Avenue Orpington BR6 8NG

**Proposal:** Demolition of existing dwelling house and garage and erection of a two storey seven bedroom house with accommodation in roofspace, integral garage and re-siting of outside swimming pool



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03483/FULL6

**Ward:**  
Orpington

**Address :** 96 Eton Road Orpington BR6 9HF

**OS Grid Ref:** E: 546990 N: 164541

**Applicant :** Mr And Mrs Mearns

**Objections :** NO

### **Description of Development:**

Two storey side extension

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area

### **Proposal**

Permission is sought for a two storey side extension. The proposal has a width of 1.69 metres and an overall depth of some 7.2 metres with a hipped roof design incorporated into the existing dwelling. A separation of 0.325 metres has been allowed to the eastern boundary.

To the rear of the flank elevation the property benefits from an existing single storey side element to the boundary which is to be included within the proposed extension. To the rear of this is a further single storey projection featuring a store and outside W.C., which is to be retained.

### **Location**

The application site is located to the southern edge of Eton Road, opposite the junction with Stowe Road, and features a two storey semi-detached dwelling. To the eastern boundary is the access road to The Highway Primary School.

### **Comments from Local Residents**

No comments have been received from local residents.

### **Comments from Consultees**

No consultations have been undertaken.

### **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
- H8 Residential Extensions
- H9 Side Space

### **Planning History**

There is no planning history for the property.

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

The proposed extension would be a continuation of both the rear and front building lines with a projection of some 1.7 metres from the existing flank elevation. Within the context of the host dwelling it is considered that the width of the proposal is relatively modest and the design of the extended roofline would maintain the hipped nature of the property. As such it is considered that the proposal is satisfactory in terms of design.

The principle consideration is that of the side space allowed to the eastern boundary, that of 0.325 metres. Policy H9 normally seeks a 1 metre side space for the full height and length of the flank wall of the building where the proposal is for two storeys or more. The reasons for this are threefold. Firstly, so that unrelated terracing can be prevented, which would otherwise result in a cramped form of development. Secondly, so that an adequate level of separation is maintained between properties to ensure the privacy and amenity of neighbouring residents. Thirdly, to protect the spatial standards and visual amenity of the area.

Although the proposal falls short of the normally expected 1 metre side space, the character of the area and the adjoining access road must be taken into account. The eastern boundary adjoins the access road to The Highway Primary School, which is located on the land to the rear of Eton Road. This access road runs for the length of the application site and features a road flanked by good sized, tree lined grass verges to either side. The total width of the access road is some 12 metres, with the grass verge adjoining the site measuring some 3.5 metres in width.

It is considered that the presence and nature of this access road greatly reduces the impact of the proposed extension and as such the proposal would not result in a cramped form of development which would lower the spatial standards of the

area. Furthermore, no terracing would occur and, given the width of the access road and the presence of a number of mature trees, overlooking is unlikely to occur to the next property at No.98.

Having had regard to the above it was 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 or spatial standards of the area.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03483, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
ACA01R      A01 Reason 3 years
- 2      ACC04      Matching materials  
ACC04R      Reason C04
- 3      ACI13      No windows (2 inserts)      eastern flank      development  
ACI13R      I13 reason (1 insert)      BE1 and H8
- 4      Before the development hereby permitted is first occupied the proposed window(s) located to the eastern flank elevation of the development shall be obscure glazed in accordance with details submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties and openings should be at high level.  
ACI11R      Reason I11 (1 insert)      BE1 and H8
- 5      ACK01      Compliance with submitted plan  
**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenity of neighbouring properties.
- 6      AJ02B      Justification UNIQUE reason OTHER apps

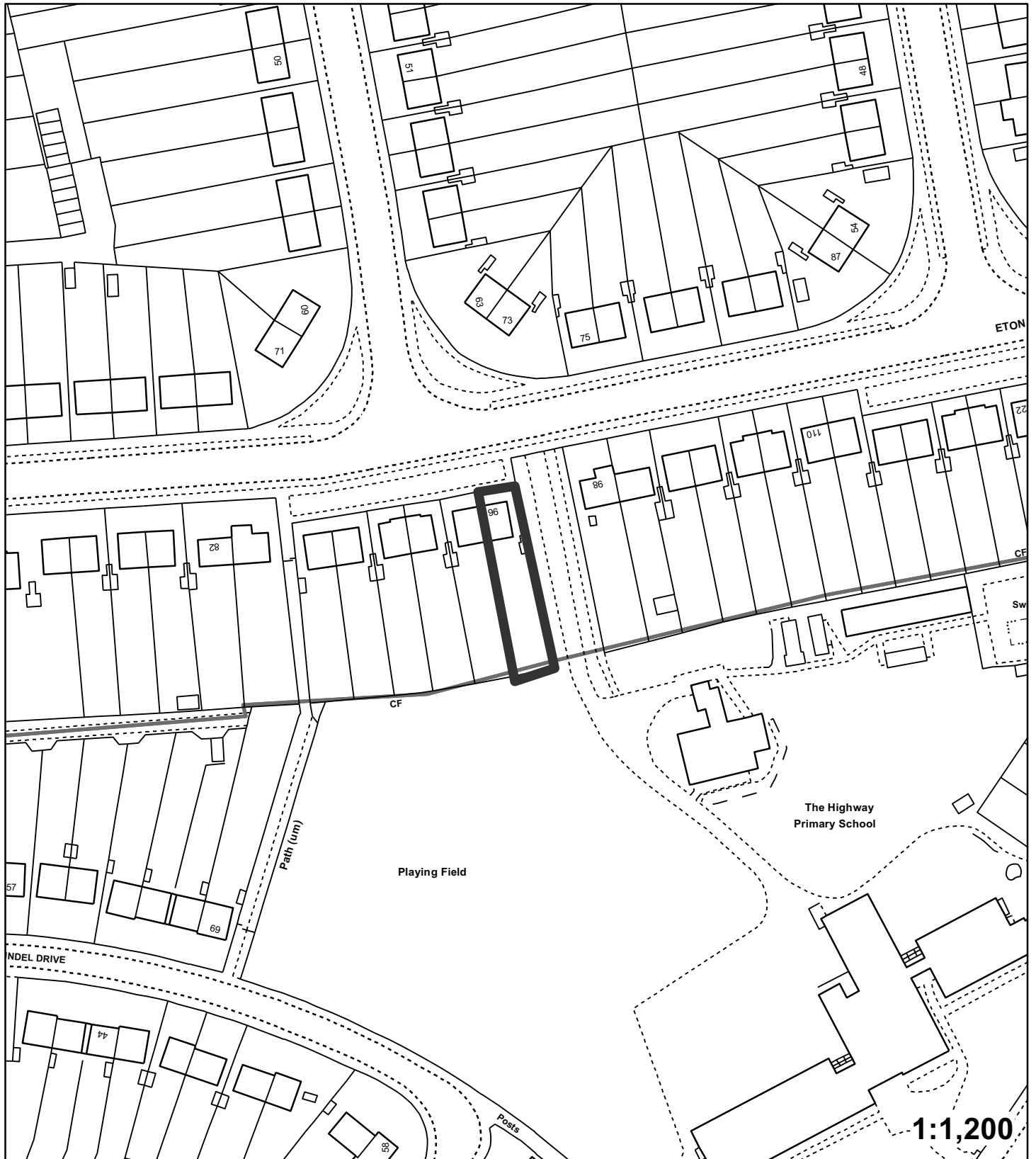
Policies (UDP)

- BE1      Design of New Development
- H8      Residential Extensions
- H9      Side Space

**Application:**11/03483/FULL6

**Address:** 96 Eton Road Orpington BR6 9HF

**Proposal:** Two storey side extension



## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03534/FULL1

**Ward:**  
Crystal Palace

**Address :** 175 Anerley Road Penge London SE20  
8EF

**OS Grid Ref:** E: 534732 N: 169710

**Applicant :** Mr Mark Smith

**Objections :** YES

### **Description of Development:**

Demolition of existing garages and erection of part one/two storey building comprising 2 two bedroom houses with 2 car parking spaces, cycle parking, refuse stores and associated landscaping

Key designations:

London Distributor Roads

### **Proposal**

Planning permission is sought to demolish the existing garages on the site and replace with 2 dwellings:

- part one/ two storey building with flat roof
- 2 bedroom houses, one set out over two storeys whilst the other is only at ground floor level
- maximum height of 5.5m
- timber-clad building
- access to the site remains via Anerley Road
- 1 car parking space per house
- garden spaces to the rear

The application is accompanied with a Design and Access Statement, Arboricultural report, Energy Report, Transport Statement, Code for Sustainable Homes Pre-Assessment and Statement of Community Involvement.

### **Location**

The site is located to the rear of No.175 Anerley Road and at present comprises 11 disused garages. The site is accessed along a shared pedestrian and vehicular road via Anerley Road. The local area is characterised mainly by residential developments with mainly flatted development and large detached Victorian

properties (mainly now converted into flats) facing Anerley Road and newer flatted developments to the rear of the site in Ashurst Close.

There does not appear to be any constraints highlighted in the UDP proposals map which affect the site. It is noted that there are a number of large trees surrounding the site.

### **Comments from Local Residents**

Nearby neighbours were notified of the proposal and representations received can be summarised as follows:

- concerns about noise level during and after build
- objector works night shifts and sleeps during daytime hours
- bought property 12 years ago garages not in constant use, noise not been an issue before
- overlooking

Any further comments will be reported verbally at the meeting.

### **Comments from Consultees**

- Highways – no objections raised in principle to the application
- Thames Water – standard informatives recommended
- Waste – no turning area for waste vehicles, refuse and recycling must be placed at junction with Anerley Road on day of collection
- Metropolitan Police – no objection subject to ‘Secure by Design’ condition being attached
- Policy- London Plan policies requirements not applicable due to size of scheme
- Environmental Health (Pollution) – no objections raised in principle subject to conditions and informatives
- Drainage – the route proposed for connection to public sewer is questionable due to levels. Conditions suggested

### **Planning Considerations**

In considering the application the main policies are H1, H7, H9, BE1, T3 and T18 of the Unitary Development Plan. These concern the housing supply and design of new housing/new development, the provision of adequate car parking and new accesses and road safety.

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 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.

There are also a number of trees surrounding the site that will need to be taken into account whilst assessing the application.

### **Planning History**

There is no planning history at the site.

### **Conclusions**

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area, and on the amenities of neighbouring residential properties, having particular regard to the density, layout and design of the proposed scheme.

It is not considered that the redevelopment of the disused garages would be unacceptable in principle. In terms of form and scale, the proposed development would be substantially lower than the flatted developments surrounding and the proposed building is of a smaller scale than the adjoining buildings. Due to the siting of the building to the rear of No.175, the proposed dwellings would not appear prominent in relation to the streetscene or adjoining properties. The design is contemporary with the use of wood as a design feature due to the nature of the site. Members may agree that the proposal is of high quality design and given the mixture of types of properties surrounding the site this is considered acceptable.

The proposed two storey element maintains the minimum 1m separation to the western boundary. Although the building would be built up to the access road, the resultant development will extend up to the boundary adjoining an area of open land, and it may be considered that an exception to side space policy H9 can be made as no terracing effect would occur.

While it is recognised that the development would result in large site coverage, regard should be given to the existing site conditions which comprise total site coverage with buildings and hard surfaces, and the proposed provision of soft landscaping and amenity space. Accordingly, Members may concur that the development would provide a satisfactory environment for future occupiers.



With regard to the impact of the proposed building on the residential amenity of the neighbouring properties, the development is set at reasonable distances away from adjoining properties. The two storey element serves a bedroom on the first floor but are unlikely to result in undue overlooking given their positioning. The other windows are all set a ground floor level, and subject to adequate boundary enclosures it is not considered that there will be a detrimental impact on privacy of neighbours.

A total of 2 car parking spaces are proposed which appears to accord with the Council's standards. It is recognised that the proposal would result in a possible loss of parking spaces on the site as a result of the demolition of the existing garages, it is noted that they are currently not used. Members may wish to note that no objections have been raised from the Highways perspective with regard to the number of spaces proposed on the basis of the Transport Survey submitted with the application. In terms of access onto the site this is also considered acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03534, excluding exempt information.

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1     ACA01        Commencement of development within 3 yrs  
ACA01R        A01 Reason 3 years
- 2     ACA04        Landscaping Scheme - full app no details  
ACA04R        Reason A04
- 3     ACA07        Boundary enclosure - no detail submitted  
ACA07R        Reason A07
- 4     ACB18        Trees-Arbicultural Method Statement  
ACB18R        Reason B18
- 5     ACC01        Satisfactory materials (ext'n'l surfaces)  
ACC01R        Reason C01
- 6     ACD02        Surface water drainage - no det. submitt  
ADD02R        Reason D02
- 7     ACD04        Foul water drainage - no details submitt  
ADD04R        Reason D04
- 8     ACH02        Satisfactory parking - no details submit  
ACH02R        Reason H02
- 9     ACH18        Refuse storage - no details submitted  
ACH18R        Reason H18
- 10    ACH23        Lighting scheme for access/parking  
ACH23R        Reason H23
- 11    No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

**Reason:** In the interest of highway and pedestrian safety.

- 12    ACI02        Rest of "pd" Rights - Class A, B,C and E

**Reason:** In the interest of the visual amenities of the area and the residential amenities of nearby residents.



13	ACI09 ACI09R	Side space (1 metre) (1 insert) Reason I09	western
14	ACI21 ACI21R	Secured By Design I21 reason	
15	ACK09 ACK09R	Soil survey - contaminated land K09 reason	

**Reasons for granting permission:**

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

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

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 the adjacent properties
- (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 light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) the safety and security of building and the spaces around them
- (i) accessibility to the building
- (j) the housing policies of the development plan
- (k) the urban design policies of the development plan
- (l) the transport policies of the development plan
- (m) the neighbour concerns raised during the consultation process

**INFORMATIVE(S)**

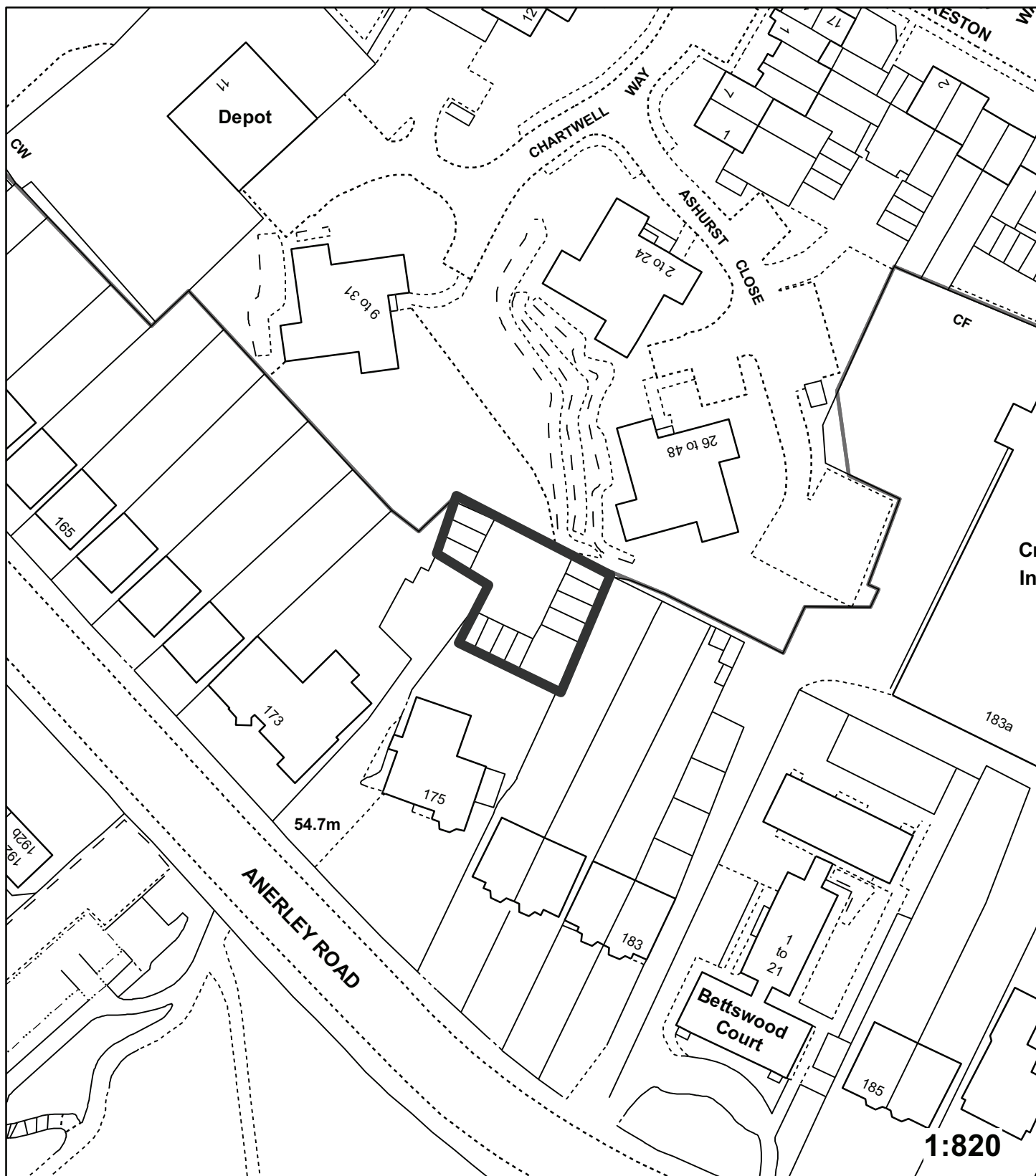
- 1 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, 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.
- 2 Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)
  - 3 Asbestos cement and other asbestos materials were commonly used in garages constructed prior to 1999. Should the garages contain asbestos materials, before works begin the applicant is advised to contact the Pollution Team of Environmental Health and Trading Standards regarding the safe demolition of the existing buildings and disposal of the asbestos.
  - 4 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

**Application:**11/03534/FULL1

**Address:** 175 Anerley Road Penge London SE20 8EF

**Proposal:** Demolition of existing garages and erection of part one/two storey building comprising 2 two bedroom houses with 2 car parking spaces, cycle parking, refuse stores and associated landscaping



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03725/CAC

**Ward:**  
**Bromley Common And  
Keston**

**Address :** Courtways Holwood Park Avenue  
Orpington BR6 8NG

**OS Grid Ref:** E: 542845 N: 164642

**Applicant :** Mr And Mrs D. Caulfield

**Objections :** YES

### **Description of Development:**

Demolition of existing dwelling CONSERVATION AREA CONSENT

Key designations:

Conservation Area: Keston Park

### **Proposal**

This application is for the (Conservation Area Consent) to demolition of the existing dwelling at the site.

A full application for the replacement building is also on the Plans-Sub Committee agenda under ref.11/03468.

### **Location**

The site is located within the Keston Park Conservation Area with the property sited towards the end of Holwood Park Avenue. The application site at present comprises a large detached two storey house with a single storey link extension to a double storey garage. The existing building is an attractive Arts and Crafts house with some well executed detailing such the herring bone brickwork on the projecting bay.

### **Comments from Local Residents**

Nearby owners and occupiers were consulted on the application and the following comments have been received:

- demolition of existing house should be refused as Courtways makes a positive contribution to the Conservation Area
- loss of property would be detrimental to the Keston Park
- one of the few remaining properties worthy of preservation

Any further comments will be reported verbally at the meeting.

### **Comments from Consultees**

- The Advisory Panel for Conservation Areas (APCA) have not provided comments regarding the application
- From a Heritage point of view the existing building is considered to make a positive contribution to the conservation area.

### **Planning Considerations**

Policy BE12 clearly states that the demolition of an unlisted building in a conservation area that makes a positive contribution to its character or appearance will not be permitted unless the following can be demonstrated:

- (i) there is clear and convincing evidence that reasonable efforts have been made to continue to the present use or to find a viable use for the building and these efforts have failed and it is demonstrated the preservation of the building as part of the scheme or in some form of charitable or community ownership is not possible or suitable; or
- (ii) the costs of repairs or maintenance of the building cannot be justified against its importance or the value derived from its retention, provided that the building has not been deliberately neglected; or
- (iii) there will be substantial planning benefits for the community from redevelopment which would decisively outweigh loss from the resulting demolition.

### **Planning History**

The planning history of the site can be summarised as follows:

- 09/01989- planning permission was granted for part one/ two storey front and rear extensions/side in-fill extension with roof alterations to include front and rear dormers and rear balconies. This application was permitted following the refusal of a previous application under ref. 09/00042.
- 92/02496- planning permission granted for single storey rear extensions
- 92/01838 and 92/01050- planning permission refused and dismissed on appeal for single storey side and rear extensions (also dismissed on appeal)
- 85/00082 - planning permission granted to replace flat roof with pitched roof

### **Conclusions**

Careful consideration must also be given to the loss of the building within Keston Park Conservation Area.

Members will note that there are strong objections against the loss of the existing building. It is considered that the existing building makes a positive contribution to the Keston Park Conservation Area and its loss would be regrettable. Although the replacement would be of a similar style, in conservation terms Members will note that this is not best practice as it would not have the authenticity or integrity of the

original property. On this basis, it is recommended that both applications be resisted and consequently request that Members refuse the demolition of the existing house and its proposed replacement.

Background papers referred to during production of this report comprise all correspondence on file ref.11/03725, excluding exempt information.

**RECOMMENDATION: PERMISSION BE REFUSED**

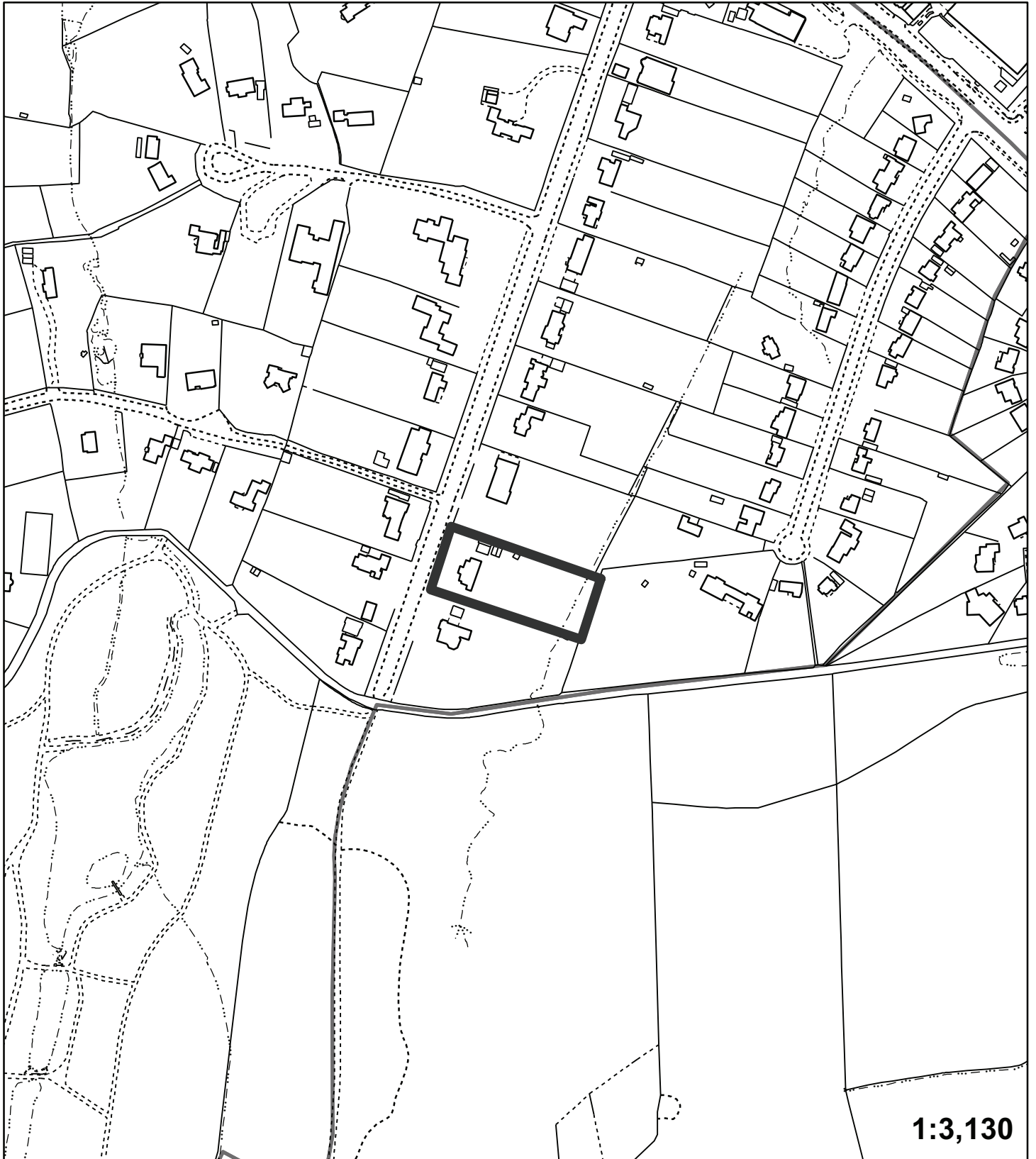
The reasons for refusal are:

- 1 The existing dwelling makes a positive contribution to the character and appearance of the Keston Park Conservation Area and the proposed demolition would be harmful to the character and appearance of the Conservation Area, contrary to Policy BE12 of the Unitary Development Plan.

**Application:**11/03725/CAC

**Address:** Courtways Holwood Park Avenue Orpington BR6 8NG

**Proposal:** Demolition of existing dwelling CONSERVATION AREA  
CONSENT





# Agenda Item 4.9

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/01174/VAR

**Ward:**  
**Plaistow And Sundridge**

**Address :** 84 London Lane Bromley BR1 4HE

**OS Grid Ref:** E: 540355 N: 170325

**Applicant :** Sundridge Medical Practice (Dr A Arora) **Objections :** YES

## **Description of Development:**

Continued use as a doctors surgery with variation of condition 8 of appeal decision 98/01709 (restricting use to a single handed doctors practice of no more than one doctors and for no other purpose) to allow 3 doctors to practice from Sundridge Medical Centre.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

Members previously deferred this application from Plans Sub Committee on 8th December, without prejudice, for the following 3 reasons:

- in order to seek advice from the Primary Care Trust (PCT) regarding patient numbers at the surgery
- for the Highways section to consider the appeal decision with regards to impacts on road safety
- for the ward members to consider the impacts of the highway surveys carried out by the Council's highway section

The responses received in respect of each of the above points is set out below with the previous report attached and the conclusion updated.

## Primary Care Trust

## Numbers of patients registered with GPs

Prior to the establishment of the national 2004 General Medical Services (GMS) contract, a national body called the 'Medical Practices Committee' determined all individual applications for increases in GP Principal workforce. It worked on the basis that a whole time equivalent/full time GP should have patients between the

benchmarks referred to by Dr Arora, subject to the perceived needs of the patient population. Since 2004, a number of changes have occurred:

- GP Principals (i.e. GPs who have signed a partnership agreement and are called independent contractors) have reduced and are being substituted by salaried GPs or Nurse practitioners (both employed directly by remaining GP Principals)
- A list of registered patients does not now relate to individual GPs within a practice, but to the partnership/clinical workforce as a whole. Therefore, a list size of 3,500 could be serviced by a part time nurse practitioner (who can provide the broad range of services provided by a GP providing it is within their 'scope of practice' and a three quarter time GP, and any combination of these. Practices (other than single handed GPs on a local Personal Medical Services (PMS) contract [which is equivalent to a GMS contract but with some locally commissioned services included] therefore determine themselves what workforce they require without interference from the PCT, unless the PCT has broader concerns about the practice.
- For single handed PMS Contract holders (of which Dr Arora is one), practices must seek permission from the PCT to increase the number of GP Principals (note: not salaried GP/nurse practitioners) which hold the Contract. In Dr Arora's case, the PCT permitted Dr Arora to take a partner some years ago subject to the removal of the planning condition that currently exists and that he is seeking to challenge.

### Expansion of Patient Lists

Expansion of lists is only possible if patients choose to register with a practice and the practice chooses to remain open (see comments below too) to allow them to register. Dr Arora is already employing salaried GP help, which is completely within the Regulations, so whether or not the planning condition is removed, there is nothing to stop him continuing to register patients/ employ more salaried support and, providing the PCT is satisfied that there is sufficient clinical workforce available to provide good access to services within the practice, it would not stand in the practice's way as they would be appropriately responding to patients choosing to register. The reason why the PCT supports Dr Arora to take a partner is that it believes it is in the best interests of the patients who choose to register with the practice to have the choice of seeing more than 1 GP principal. It is far better for a GP Principal to share the burden of running a practice with another GP Principal, rather than having to only rely on salaried GPs who tend to work on the basis of working surgery hours/undertaking home visits but not supporting the wider administration needs of a practice. In short, the current planning condition provide no legitimate safeguard which prevents expansion of list.

### Controlling list sizes

Whilst GPs have the right to close their lists to new registrations, this flies completely at odds with national/Government policy for practices to remain open and extend their boundaries to allow more patients to register. Whilst the PCT has no right to forcibly close a list, if there were concerns about how a practice was coping, it would deploy a range of other contract remedies to investigate/take

action. The PCT has no reason to take such actions in the case of Dr Arora's list size.

### Highways

Two further surveys were carried within the morning rush hours between 8.30 – 9.00am (06/12/2011) and between 9.30-10am (08/12/2011). A number of roads within the survey area have Controlled Parking Zone (CPZ), the roads in above surveys only restricts parking between 12:00noon and 2:00pm Monday to Saturday.

In addition through consultation with the Council's accident data base there were no accidents immediately in front of the site in the last 3 years, however there were 4 accidents that occurred on the opposite side at Plaistow Lane, 3 slight accidents and one serious accident. All involved driver's behaviour. As mentioned previously there are no highway safety issues.

Furthermore TRAVL data base which predicts the traffic generation for various developments has been consulted and it estimates that up to 3 cars (traffic) movement would be generated during peak hours as a result of the development.

Moreover the expansion of CPZ and waiting restrictions in the surrounding area was implemented after December 2003 has helped to reduce the parking problem within the immediate vicinity.

The inspector in July 2002 visited the site and stated that "...hardly any parking spaces unoccupied in those parts of the area I visited". It is not clear what area the inspector covered. The site has now been visited 6 times at various times and there were parking spaces available within the vicinity.

It is considered that those people who arrive by car will not park in an unsafe location, as the usual waiting time for patients to see a GP is between 15 to 20 minutes. The Inspector's decision was nine and half years ago, the circumstances have changed.

Additionally TRAVL data base confirms that some of those would come to surgery on foot or by public transport and so it is unlikely that the residual level of traffic generation would have a significant impact on local traffic flows.

It is accepted that any increase in parking demand can give rise to inconvenience as a driver's first choice is to park as close as possible to the final destination, but when matching likely parking demand against the possible availability, there are no convincing arguments that additional traffic generated by the development inclusive of dropping off passengers would be detrimental to highway safety.

Further to the above comments a letter dated 13th December from the Metropolitan Police concluded that there had been a total of 36 collisions in the last five years in London Lane and around the junction with College Road. Further clarification has been sought by the highways section from the Metropolitan Police as to how their accident numbers could be so divergent.

The author of the letter has confirmed on behalf of the Metropolitan Police that the accident data referred to covers the entire length of London Lane and is not restricted to the area of and directly around the application site. In view of the above, the comments given from the Highways section remain unchanged.

### Applicant's Agent

The applicant's agent has also submitted a further statement providing what they consider to be clarification on a number of matters raised at the previous committee.

It is considered that the main issue should not be list size per se but rather the number of patients that visit the surgery at any one time. Notwithstanding the size of the list, the number of patients who can visit the surgery at any one time will be largely determined by the number of surgeries operating at that time. Although the application seeks permission to allow 3 doctors to practice, it is anticipated that three surgeries would only operate simultaneously in rare and exceptional circumstances, e.g. in the event of a flu epidemic.

Each GP would normally see 6 patients an hour, it is therefore anticipated that only an additional 6 patients would visit the surgery per hour.

The body of the previous report is repeated below with the Comments from Local Residents and Conclusions sections updated.

### **Proposal**

Planning permission was granted on appeal in December 1998 for the doctor's surgery and pharmacy. A condition attached at this time set out that the surgery should be used as a single handed doctor's practice of no more than one doctor and for no other purpose.

The current application seeks to vary this condition to allow up to three doctor's to practice from the surgery.

### **Location**

The application building is a modern 2 storey detached structure with a single storey side element. It is sited in a corner location at the eastern end of London Lane at the junction with College Road. The area is mainly residential in character. Its close proximity to Bromley town centre means that many of the surrounding streets are subject to controlled parking zone (CPZ) between 12 noon and 2pm Monday to Saturday or single yellow lines. There is a small car park [accessed via College Road] within the application site to the south of the main building for 5 cars. To the north there is a pharmacy.

Internally, the building is spacious and appears to provide a generously proportioned functional use of the available floorspace. There are 5 consultation rooms over 2 floors in total including 3 for medical consultation and 2 for

therapy/ treatment and interventions. In addition there is also a reception, waiting room, office, records storage room, managers room / meeting room / kitchenette.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and 13 representations were received including a petition signed by 19 local residents a letter on behalf of partners of the nearby London Lane Clinic and one letter in support of the proposal. The representations can be summarised as follows:

- the nearby London Lane Clinic has the capacity to register a further 3,500 patients, whilst still remaining within the Department of Health list size guidelines. In addition there is a large dedicated car park attached to the clinic for patient use.
- the chances of being able to take a photograph of London lane and Burnt Ash Lane during a weekday showing no traffic and plenty of parking spaces is extremely unlikely. The photographs submitted are extremely misleading.
- the surgery already employs staff for a host of other services including nurse practitioner, community psychiatric nurse, health visitor, dietician, chiropodist, yet there are only 5 off street parking spaces available
- any increase in parking demand in this location will give rise to illegal parking and would be harmful to traffic and pedestrian safety
- households already experience daily difficulties of access to and from their own properties as a result of individual parking a cross their driveways
- the continued expansion of the Sundridge Medical Practice has led to serious traffic and parking problems which causes delays for doctors and nurses when going out on urgent house calls
- if the practice is increased to 3 doctors it is imperative that the practice patient numbers are kept to a reasonable manageable level
- any new doctors appointed could bring patients with them and greatly increase existing patient numbers
- two surgeries running simultaneously would mean twice as many appointments per hour and twice as many patients coming to the surgery
- the applicant gave written assurances when he originally applied for planning consent in 1998 that he had no intentions of recruiting another doctor, that his patient list would be around 2,500, that the pharmacy would dispense medicine only, the outcome has been very different which has resulted in an over-intensive use of the site and traffic and parking problems
- there are grave concerns regarding the high number of accidents that have occurred in London Lane and around the junction with College Road and also the discrepancies between the accident data recorded by the Metropolitan Police and that referred to the highways department.

### **Comments from Consultees**

From highways point of view the following comments are made:

The practice is located in an area with a medium Public Transport Accessibility Level (PTAL) of 3. The submitted parking surveys were carried out on three occasions, Tuesday 15 February 2011 between 10:45am to 11:15am, Friday 18 February 2011 between 9:15am-9:45am and Monday 7 March 2011 between 12:10pm to 12:25pm.

The results show that there are a good number of car parking spaces available within the locality. Also as the area has a good public transport links it is considered that the increase in number of doctors to 3 wouldn't have a significant impact on the parking demand and highway safety and no objection to the proposal are therefore raised.

Following input from local residents regarding the existing parking difficulty within the vicinity of the proposed development the site was visited on a number of occasions to determine the validity of the evidence produced by the applicant's agent.

Four separate car parking surveys were carried out by the Council between 8th-13th September 2011 within 5 minutes walk of the development over this period between 27 and 37 available parking spaces were observed.

During the surveys it was noted that the pharmacy has a number of visitors stopping to pick up prescriptions, it is considered that a lot of the short term parking may be as a result of patients picking up their prescriptions and causing inconvenience to local residents.

On balance no objections are raised from a highways point of view.

Bromley Primary Care Trust (PCT) have expressed their strong support for the application for three key reasons:

- significant additional demand will be placed on general practices as a result of the Adopted Bromley Town Centre Area Action Plan. Sundridge Medical Practice (SMP) is well placed to offer high quality, accessible services to Bromley residents, giving them a genuine choice of quality primary medical providers
- there is a significant drive towards delivering services within the community to avoid patients having to go to hospital SMP is well placed to support the PCT in delivering more services locally
- unlike many of the GP premises in Bromley SMP is a modern building and is more than adequate to accommodate additional clinical support staff with minimal investment in infrastructure.

## **Planning History**

Planning permission was originally refused under planning ref. 98/1709 for a detached one/ two storey building for doctors surgery and pharmacy with new vehicular access. A subsequent appeal was allowed the Inspector did



not consider that the proposal would give rise to a significant parking demand which would be unduly prejudicial to highway safety. In reaching a decision the Inspector reasoned as follows:

“You have estimated based on the appellants current list and allowing for those coming to the surgery on foot or by public transport, the practice would give rise to demand of 3 on street parking spaces per hour during the main opening hours...However, your figure seems to me a conservative estimate given that the current patient list could expand without sanction and the other health services provided at such a commodious building could also generate additional traffic. But even an underestimate of 30-40% would only account for an additional car and this is a reflection of a demand which even if doubled cannot in my opinion be regarded as, to use the Council’s term, ‘substantial’”.

In 2001 under planning ref. 01/00522, a very similar application to that currently being considered was refused to vary condition 8 to allow more than one doctor. A subsequent appeal was dismissed. In this instance the Inspector concluded the following:

“I have seen no evidence that either parking or traffic conditions are better now than they were in 1998...The surgery is situated at fairly sharp corner within what appears to be a busy road system, and cars stopping at this location to deposit patients would be a source of traffic conflict and a lower safety level. Furthermore an increase in parking demand in an area where very few spaces are available would generate considerable pressure to find spaces with a significant risk of illegal or unsuitable parking and on-street manoeuvring. Both would cause inconvenience and, in some locations, risk to traffic and pedestrian safety. I conclude that all of these factors would, in combination, be unacceptably prejudicial to traffic safety and as such, would be contrary to local policies whose aim is to avoid such problems.

### **Planning Considerations**

The current application must be determined in the context of present circumstances. Since permission was originally allowed on appeal in 1998 Planning Policy Guidance Note 13-Transport PPG13 has been significantly amended placing emphasis on the importance of accessibility by means of transport other than the car. Additionally the nature of healthcare has radically altered with a drive to deliver services that were formerly provided in hospitals, in GP surgeries. Additionally the Bromley Town Centre Action Plan (AAP) proposes significant increases in the population of Bromley an additional 1,820 residential units. Whilst additional health provision is proposed within the AAP it is likely that some of the additional residential development will occur in advance of the intended health care provision.

Policy C1 of the Unitary Development Plan (UDP) concerns ‘Community Facilities’ it states that the Council will normally permit developments which meet an identified health need. The proposal has the strong support of the

PCT which indicates that the proposal will help to improve the health and well being of patient in the area.

Policy C4 of the UDP concerns 'Health Facilities' it states that the Council will support improved facilities where they are accessible by public transport. The site has a PTAL rating of 3, being within walking distance of Sundridge Park train station and 4 bus routes.

The applicants agent has provided justification for the requirement for a further 2 doctors at the practice. The detailed comments can be summarised as follows:

The number of patients currently registered at the SMP is currently 4,778 which is twice the recommended 1,500- 2,400 patients per doctor ratio set out in the Department of Health (DoH) guidelines. The practice also has the highest patient to doctor ratio in Bromley. The additional two doctors are therefore needed to alleviate the workload of the current doctor who is currently struggling to meet the demands for consultations at the surgery. The advice from DoH is that the patient list should remain open and can only be closed in exceptional circumstances.

It is stated that analysis carried out clearly demonstrates that SMP is accessible by a number of modes of transport including train, 4 local buses, cycle routes and walking. Furthermore, the results of the submitted parking survey show that during periods when the CPZ was / was not in operation there were ample parking spaces available. It is recognised that circumstances arise where patients need to be dropped off outside the surgery and in this instance it is proposed that one of the five car parking spaces within the existing car park be designated as an emergency drop off point and this arrangement could be secured by way of an appropriate planning condition.

Examples are also given of other surgeries within the Borough that have more staff than the SMP but less off street parking.

It is also stated that the proposal would in line with Government advice enable the business to develop and provide much needed employment opportunities for doctors and other staff thereby promoting sustainable economic growth.

It is not anticipated that list sizes will increase significantly as this is largely dependent upon increases in the size of the local population also increasing. Although the application seeks to allow a total of 3 doctors it is anticipated that for the majority of the time only 2 surgeries will run simultaneously which would (based upon each doctor seeing 6 patients and hour) result in approx. 12 patient visiting the surgery per hour. With 3 simultaneous surgeries occurring only in exceptional circumstances.

Confirmation is also given that it is the applicant's intention to employ 2 doctor's to deal with the current patient list and not for a doctor/s to transfer an existing patient list to the SMP.



## Conclusions

UDP policies, the London Plan, the Draft London Plan and Central Government guidance give clear support for the principle of proposals which meet health and community needs.

The main issue in this case is therefore whether the proposal would give rise to a significant parking demand which would be unduly prejudicial to highways safety.

The initial Planning Statement stated that the surgery received on average 10-15 applications per week from local families and individuals wanting to join the practice. This is at odds with later statements which set out "that the list size will not increase significantly in the future". The Bromley AAP proposes an additional 1,820 residential units which could see a significant population increase. Notwithstanding this the staggered appointments system proposed by the applicant with only 2 surgeries running simultaneously would lower by one-third the number of patients visiting the surgery to 12 per hour from a possible 18.

There are a number of areas where it appears that unsanctioned changes could occur which could change the overall impact that SMP has upon parking demand and ultimately highways safety. This includes the ability for a new doctor to transfer patients, for patient lists to expand further, for 3 surgeries to run simultaneously on a regular basis. The intentions of the applicant are clearly set out but as is evident from the applicants original no doubt earnest intentions for the practice [in 1998] regarding number of doctors and patient lists, circumstances can change over time.

It is however considered that the current application must be determined in the context of the present circumstances and from a highways point of view no objections are raised and indeed highways surveys carried out by the Council's own highways engineer would support the contention set out in the applicants statement that their would be sufficient on street parking capacity to cope with the additional patients visiting the practice.

The PCT have confirmed that there would be no legitimate safeguard to prevent the expansion of the patient list in the future, it also states that GP's themselves have the right to close their lists to new registrations. They confirm however that this action would be at odds with the national and government policy which encourages practice lists to remain open and indeed for boundaries to be extended to allow more patients to register. The PCT reasserts it support for the proposal primarily on the basis that it would be in the best interest of the patients to have the choice to see more than 1 GP principal.

The Highways section have updated their earlier comments with reference to the appeals history and also the recent data from the Metropolitan Police. Having considered the previous appeal decision and accounted for the

discrepancy between the Highways and Met Police data the highways view remains unchanged and no objections are raised.

In view of the above the previous recommendation remains unchanged.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/01174, excluding exempt information.

as amended by documents received on 26.07.2011 08.10.2011 17.11.2011 11.01.2012

## **RECOMMENDATION: APPROVAL**

subject to the following conditions:

- 1 The use of the surgery shall not operate on any Sunday or Bank Holiday, Christmas Day or Good Friday or before 08:30 hours and after 18:30 hours on Mondays, Tuesdays, Wednesday s and Fridays; before 08:30 and after 19:30 hours on Thursdays; or before 09:00 hours and after 12:00 noon on Saturdays.

**Reason:** To accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site and in the interest of the residential amenities of the area.

- 2 The use of the pharmacy shall not operate on any Sunday or Bank Holiday, Christmas Day or Good Friday or before 09.00 hours and after 18.00 hours on Mondays and Fridays; or before 09.00 hours and after 12.00 on Saturdays.

**Reason:** To accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site and in the interest of the residential amenities of the area.

- 3 The surgery shall be used for up to 3 doctor's and for no other purpose.

**Reason:** In order to comply with Policy C1 of the Unitary Development Plan and accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site.

- 4 The pharmacy hereby permitted shall be for no more than one pharmacist and shall be used for no other purpose.

**Reason:** In order to comply with Policy C1 of the Unitary Development Plan and accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site.

- 5 The car park signage clearly indicating the car park is for staff use shall be permanently maintained.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site.

- 6 The car park barrier which shall be permanently maintained shall be kept in locked and closed position at all times when not being used for the purposes of vehicular ingress and egress.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and accord with the terms of the appeal decision (application 98/1709) permitting the redevelopment of the site.

7 The 3.3mx2.4mx3.3m visibility splays shall be maintained and there shall be no obstruction to visibility in excess of 1m in height within these splays.

**Reason:** In order to comply with Policy T18 of the unitary Development Plan and in the interests of pedestrian and vehicular safety.

8 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

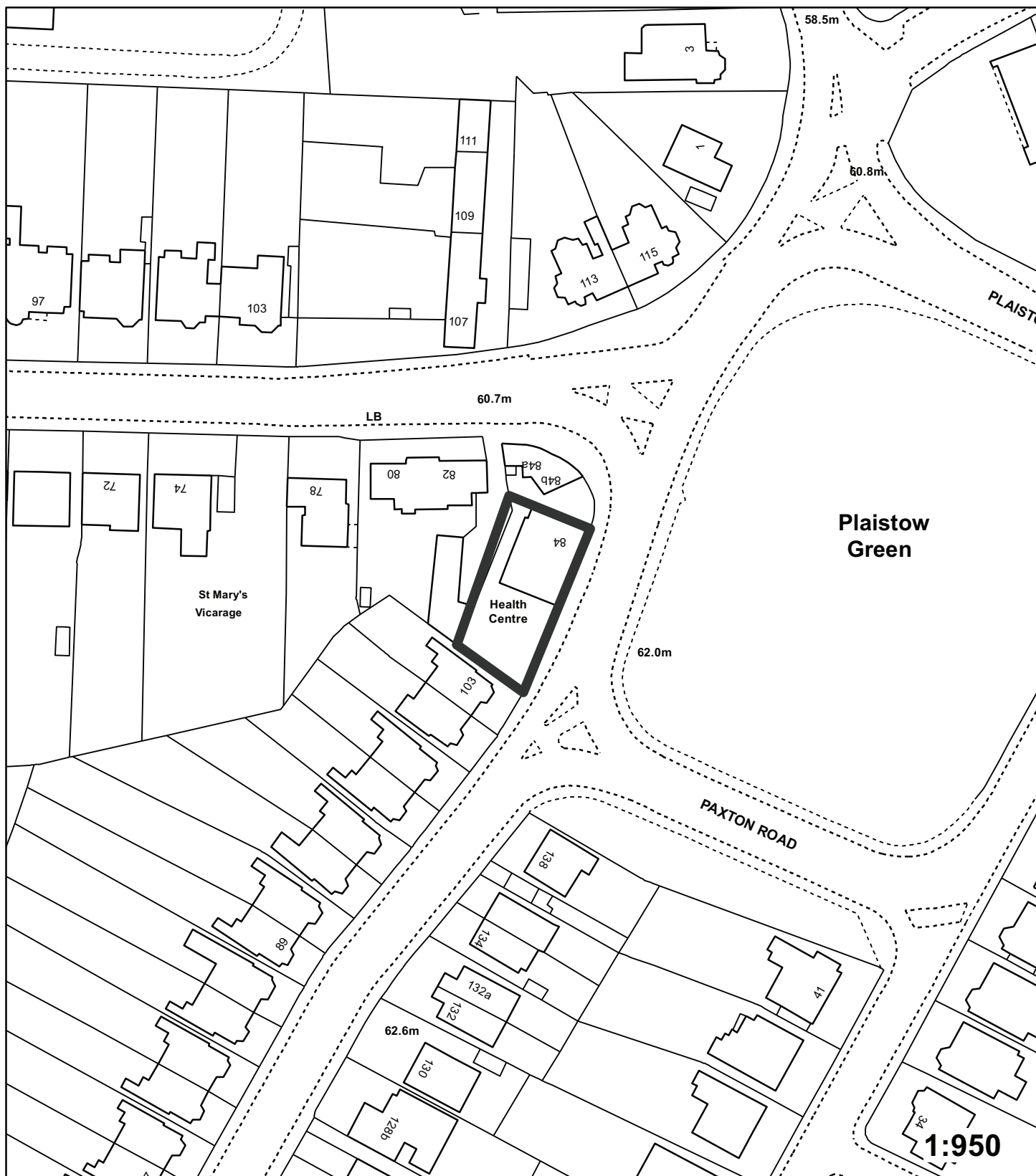
C1 Community Facilities

C4 Health Facilities

**Application:**11/01174/VAR

**Address:** 84 London Lane Bromley BR1 4HE

**Proposal:** Continued use as a doctors surgery with variation of condition 8 of appeal decision 98/01709 (restricting use to a single handed doctors practice of no more than one doctors and for no other purpose) to allow 3 doctors to practice from Sundridge Medical Centre.



Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03026/FULL1

**Ward:**  
Penge And Cator

**Address :** 149 Maple Road Penge London SE20  
8HU

**OS Grid Ref:** E: 535251 N: 170128

**Applicant :** Editrange Limited

**Objections :** NO

### **Description of Development:**

Conversion of existing two bedroom ground floor flat and basement into 1 two bedroom and 1one bedroom maisonette, formation of lightwell to front and rear with 2 cycle spaces

### **Proposal**

It is proposed to convert the existing two bedroom ground floor flat and basement area which is currently vacant into 1 two bedroom and 1 one bedroom maisonettes. The proposal will include the provision of a total of 2 lightwells, 1 at the front and 1 to the rear of the property.

The existing forecourt will be reconfigured to accommodate the lightwell, 2 bin stores and 2 cycle spaces.

### **Location**

The application site is located on the north-western side of Maple Road at the junction with Blean Grove. It comprises a part four / two storey building with a basement which was previously used as a public house at ground floor level. It is now in use as 6 two bedroom flats over the ground, first, second and third floors with 4 car parking spaces. The immediate surroundings are predominantly residential with a mix of houses and flats to either side. The wider locality is mixed in character with St John's C of E Primary School and Maple Road Street market and shops further along the road to the north.

### **Comments from Local Residents**

Nearby owners and occupiers were notified of the application, however no representations were received.

## Comments from Consultees

Highways - The site is located in an area with a medium public Transport Accessibility Level (PTAL) rate of 3 (on a scale of 1 - 6, where 6 is the most accessible).

No additional car parking would be provided, which is of some concern. However the applicant has carried out night time parking stress survey of the area at 15 June and 16 June 2011. The survey sought to establish parking demand for the highway within a walking distance of approximately 200m, which is satisfactory.

The survey indicates that there are on-street parking spaces available for additional demand during the hours of maximum residential parking demand. Also the area has a moderate PTAL rate. Therefore there are no objections from a highway point of view.

Two cycle storage facilities would be provided, which is satisfactory.

Metropolitan Police – There are concerns about the layout of the proposed entrance to the maisonettes sharing it with the access to the meter boxes and landlords store however the application should be able to achieve Secure By Design (SBD) accreditation in respect of part 2 physical security, by incorporating accredited, tested, certified products.

To achieve this I would seek therefore to have agreed the agree SBD condition attached to any permission that may be granted in connection with this application and that the wording is such that the development will achieve certification – not merely seeking to achieve accreditation.

By the inclusion of such measures this development will satisfy the needs of local Policy H7 (vii) and BE (vii) as well as demonstrating how such measures will be incorporated to minimise crime as contained in DCLG circular 01/2006 paragraph 87.

Environmental Health – Comments are made with reference to the Housing Act 2004 Part 1 (Housing Health and Safety Rating System) and not with reference to Building Research Establishment (BRE), Planning Legislation or Building Regulations guidelines.

Fire:

The means of escape in the event of fire for flat 1A is through the kitchen diner, which is not desirable.

Natural Light

The natural light to the windows serving the bedroom (1A) is obstructed (within 3m of the retaining walls to the front lightwell).

The windows serving the bedroom to Flat 1A and two bedrooms to Flat 1B do not provide a reasonable view of the surroundings.

### Crowding and Space:

It is reasonable to assume the intended and future occupation of the two bedroom flat (1B) will include children. Yet there does not appear to be any adequate provision of appropriate external recreation space for Flat 1B.

If the proposed two flats were to be converted as in the amended plans (18.11.2011) provided they would both be developed with inherent hazards associated with fire, crowding and inadequate space and inadequate natural lighting. Subject to risk assessment under the Housing Act the two flats could be subject to enforcement action and as there appears to be no simple solution to the inadequate natural light issues, potentially prohibition orders.

### Planning History

Under ref. 00/02552, planning permission was granted for the partial demolition of the existing building, the construction of first, second and third floor extensions and the change of use of the public house to form 6 two bedroom flats with 4 car parking spaces.

Under ref. 06/02521, planning permission was granted for the partial demolition of the existing building, the construction of first, second and third floor extensions and the change of use of the public house to form 6 two bedroom flats with 4 car parking spaces.

Under ref. 06/02660, planning permission was refused for first and second floor extensions and elevational alterations, and the conversion of the public house to form 2 one bedroom and 5 two bedroom flats with 4 car parking spaces. The reason for refusal was as follows:

'The proposal represents an overdevelopment and overintensive use of the site, lacking adequate facilities commensurable with modern living standards, thereby contrary to Policies H12 and BE1 of the Unitary Development Plan.'

Under ref. 08/00503, planning permission was refused for the partial demolition of the existing building, the construction of a two storey, first floor and second and third floor extensions and the change of use of the public house to form 4 two bedroom and 3 three bedroom flats with refuse store and 4 car parking spaces. The reasons for refusal were as follows:

'The proposal would be lacking in adequate amenities for future occupants and would have an unacceptable layout in respect of providing adequate natural light levels to the basement flat and means of escape in case of fire in respect of Flat 3 and as such would represent an undesirable over-development of the site, contrary to Policies BE1, H7 and H12 of the Unitary Development Plan.'

'The proposal would be detrimental to the safety and free flow of traffic as it would result in an inadequate turning area on the forecourt leading to



dangerous reversing manoeuvres onto Maple Road, contrary to Policies T11 and T18 of the Unitary Development Plan.'

Most recently planning permission was refused under ref. 08/01755 for partial demolition and two storey/first floor and second and third floor extensions/elevational alterations/formation of light well to front and change of use from public house to 3 three bedroom and 3 two bedroom flats and 3 car parking spaces. The reasons for refusal given were as follows:

'The proposed development would constitute an overdevelopment of the site, out of character with the surrounding area and detrimental to the visual amenities of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.'

'The proposed development would be lacking in adequate on-site parking provision to accord with the Council's standards also intensifying the use of the access which would be likely to lead to conditions prejudicial to the free flow and general safety of traffic, contrary to Policies T3 and T18 of the Unitary Development Plan.'

### **Planning Considerations**

The main policies against which to assess this application are Policies BE1, H8 and H1 of the Unitary Development Plan. Policy BE1 sets out the design principles that would be applied when considering proposals for new development - development should respect the scale, form and materials of adjacent buildings, should be imaginative and attractive to look at, and should not detract from the attractive townscape that the Council wishes to secure. It should also respect the amenity of existing and future occupants and ensure their environments are not harmed. Policy H8 requires alterations or enlargements to residential properties to be in scale, form and materials compatible with development in the surrounding area of new residential development to be in keeping with the surrounding area, and the privacy and amenities of adjoining occupiers to be adequately safeguarded. Policy H1 concerns Housing Supply and amongst other things seeks to ensure the efficient use of existing, vacant housing stock.

The agent has provided a detailed response which covers each of the potential hazards pointed out by Environmental Health to the extent that they now consider the proposed accommodation to be compliant. Notwithstanding the above, it is also stated that most if not all of the points raised by Environmental Health are usually dealt with under Building Regulations and not by planning legislation. Amendments have been made to the layout of the flats such that Flat 1A has now become a one bedroom flat with a study / dressing room as opposed to a two bedroom flat.

### **Conclusions**

Planning permission has been refused for similar types of proposal on this site 3 times over the past 5 years. The latest refusal was for conversion to 6 flats including extensions. What appears to have been established from the recent



refusals is that it is the principle of conversion utilising the existing basement together with the intensity of use of the building for more than 6 units which has been the cause of objection.

Objections have been raised from an Environmental Health point of view regarding natural daylight, however, the agent has submitted a day / sunlight study which calculated the average daylight to all bedrooms and living rooms on the ground and lower ground floors. The conclusion of this study was that all of the proposed habitable rooms would meet or exceed the BRE guidelines.

Environmental Health also conclude that the accommodation would not meet the necessary standards set out in the Housing Act 2004 in terms of fire escape, crowding and inadequate space. The main difference with the current application as compared to the previous application is that the accommodation within the basement is no longer self contained and is now provided over the basement and ground floors for 2 flats. The proposal would increase the number of units from 6 to 7 but would in so doing improve the accommodation now proposed at basement level in that each unit would also have a living room [habitable accommodation] at ground floor level. Apart from the small extensions to the basement lightwells no extensions above ground level are now proposed.

The basement is currently used as a landlords store which is not considered to be the most efficient use of this floorspace. Policy H1 of the Unitary Development Plan concerns housing supply and seeks to encourage the efficient use of the existing housing stock including the re-use of vacant buildings and conversion of existing buildings. The proposal would meet this need, the concern would then be whether or not the converted floorspace would provide accommodation commensurate with modern day living standards.

The agent contends that the accommodation and layout meets with all the necessary legislation set out in the Building Regulations and daylight standards set out in BRE.

In light of the above Members will need to consider whether the proposal would provide an efficient use of this residential floorspace in keeping standards set out in Building Regulations. Conversely, whether the problems identified by Environmental Health in terms of the layout may be symptomatic of the overdevelopment of the site.

Background papers referred to during production of this report comprise all correspondence on files refs. 08/01755 and 11/03026, excluding exempt information.

as amended by documents received on 18.11.2011 13.01.2012

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACA04  | Landscaping Scheme - full app no details |
|   | ACA04R | Reason A04                               |
| 3 | ACA08  | Boundary enclosures - implementation     |
|   | ACA08R | Reason A08                               |
| 4 | ACC01  | Satisfactory materials (ext'nl surfaces) |
|   | ACC01R | Reason C01                               |
| 5 | ACH19  | Refuse storage - implementation          |
|   | ACH19R | Reason H19                               |
| 6 | ACH22  | Bicycle Parking                          |
|   | ACH22R | Reason H22                               |
| 7 | AJ02B  | Justification UNIQUE reason OTHER apps   |

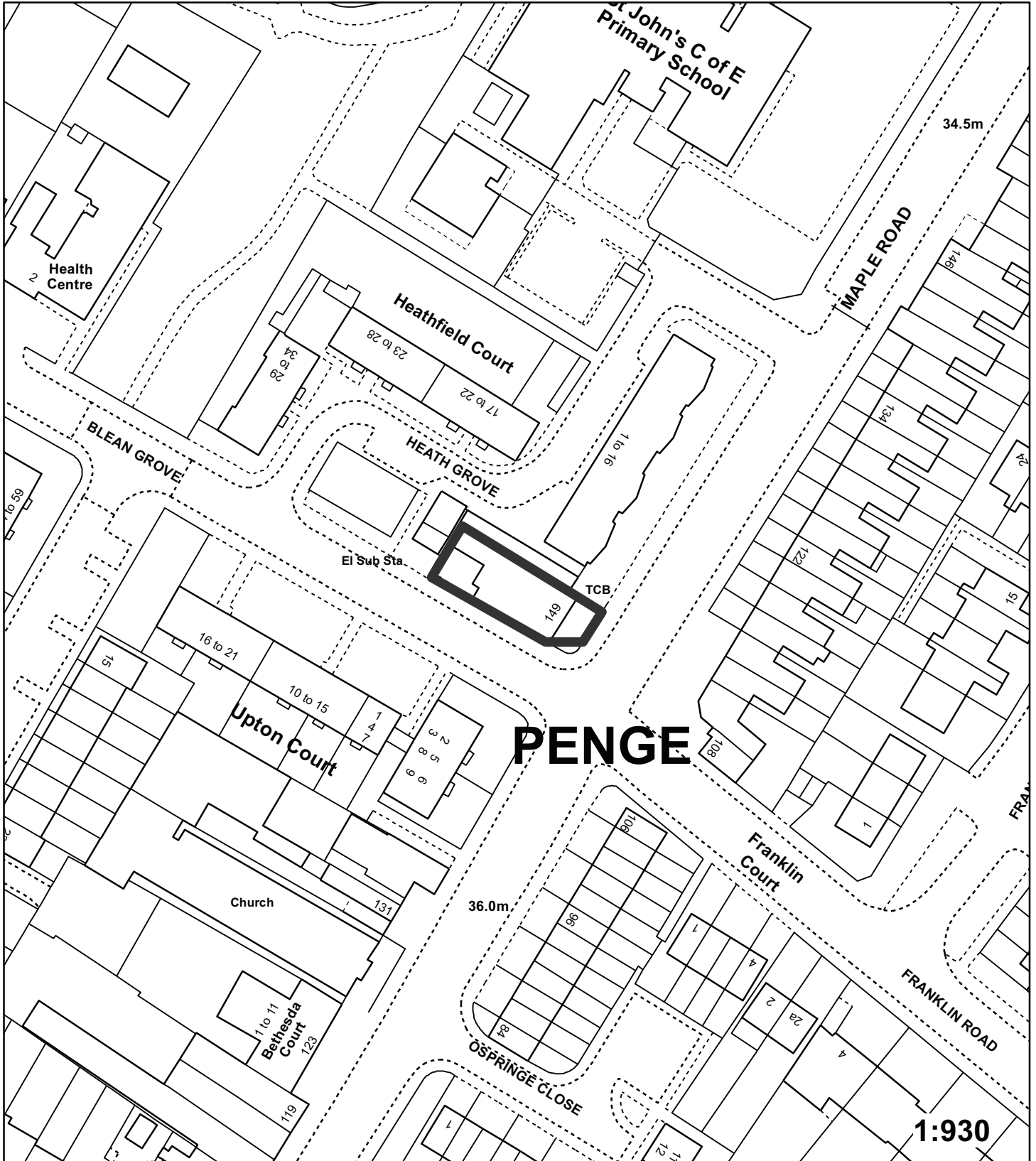
Policies (UDP)

- |     |                           |
|-----|---------------------------|
| BE1 | Design of New Development |
| H8  | Residential Extensions    |
| H1  | Housing Supply            |

**Application:**11/03026/FULL1

**Address:** 149 Maple Road Penge London SE20 8HU

**Proposal:** Conversion of existing two bedroom ground floor flat and basement into 1 two bedroom and 1one bedroom maisonette, formation of lightwell to front and rear with 2 cycle spaces



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Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03339/FULL6

**Ward:**  
**West Wickham**

**Address :** Merivale The Avenue West Wickham  
BR4 0DX

**OS Grid Ref:** E: 538696 N: 166687

**Applicant :** Mr James Salter

**Objections :** NO

**Description of Development:**

First floor side extension

Key designations:

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

**Proposal**

Planning permission is sought to extend at first floor level above the existing garage to provide two additional bedrooms. At present, the garage maintains a separation of 0.79m to the western boundary and as such the resulting two storey development would maintain the same separation.

**Location**

The property is located within a predominately residential area comprising detached and semi-detached 1930s houses. To the rear of the site is woodland and to the west of the site is the St. Mary of Nazareth Church and vicarage.

**Comments from Local Residents**

Nearby neighbours were notified of the proposal and no representations received.

**Comments from Consultees**

No internal or external consultations were made regarding the application.

**Planning Considerations**

The main policies relevant to this case are Policies H8 (Residential Extensions), H9 (Side Space) and BE1 (Design of new development) of the Unitary Development Plan), which relate to the design of residential extensions and development in general.

### **Planning History**

A single storey rear extension was granted at the site in 1988 under ref. 88/00895.

### **Conclusions**

The main issues to be considered in this case is the impact of the proposal on the amenities of adjoining neighbours, the impact of the extensions on the host building and wider street scene.

In respect of amenities, given the scale of the proposal, their siting and orientation, it is not considered that there will be any significant harm to neighbouring residents.

It may be considered that the proposed first floor side extension is of a sympathetic design, with a hipped roof maintained which does not result in excessive bulk being added. Plans show a minimum side space of 0.793m is retained to the western boundary. Although this does not strictly comply with Policy H9, given that the property is set significantly further forward than the adjoining vicarage and adjacent to an area of open space it is considered that the separation proposed is acceptable.

Accordingly, Members may agree on balance that taking in to account the specific location of the property in relation to its neighbours and its position in the street scene in general that this application is acceptable and that adequate separation between buildings is retained and that the policy and amenity of adjoining neighbours is safeguarded.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03339, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1     ACA01        Commencement of development within 3 yrs  
      ACA01R      A01 Reason 3 years
- 2     ACC04        Matching materials  
      ACC04R      Reason C04
- 3     ACI13        No windows (2 inserts)        first floor flank    extension  
      ACI13R      I13 reason (1 insert)    BE1
- 4     ACK01        Compliance with submitted plan

**Reason:** In order that the Local Planning Authority can reconsider any further amendments to the application thereby approved and to accord with Policies BE1, H8 and H9 of the Unitary Development Plan.

**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
- H8 Residential Extensions
- H9 Side Space

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

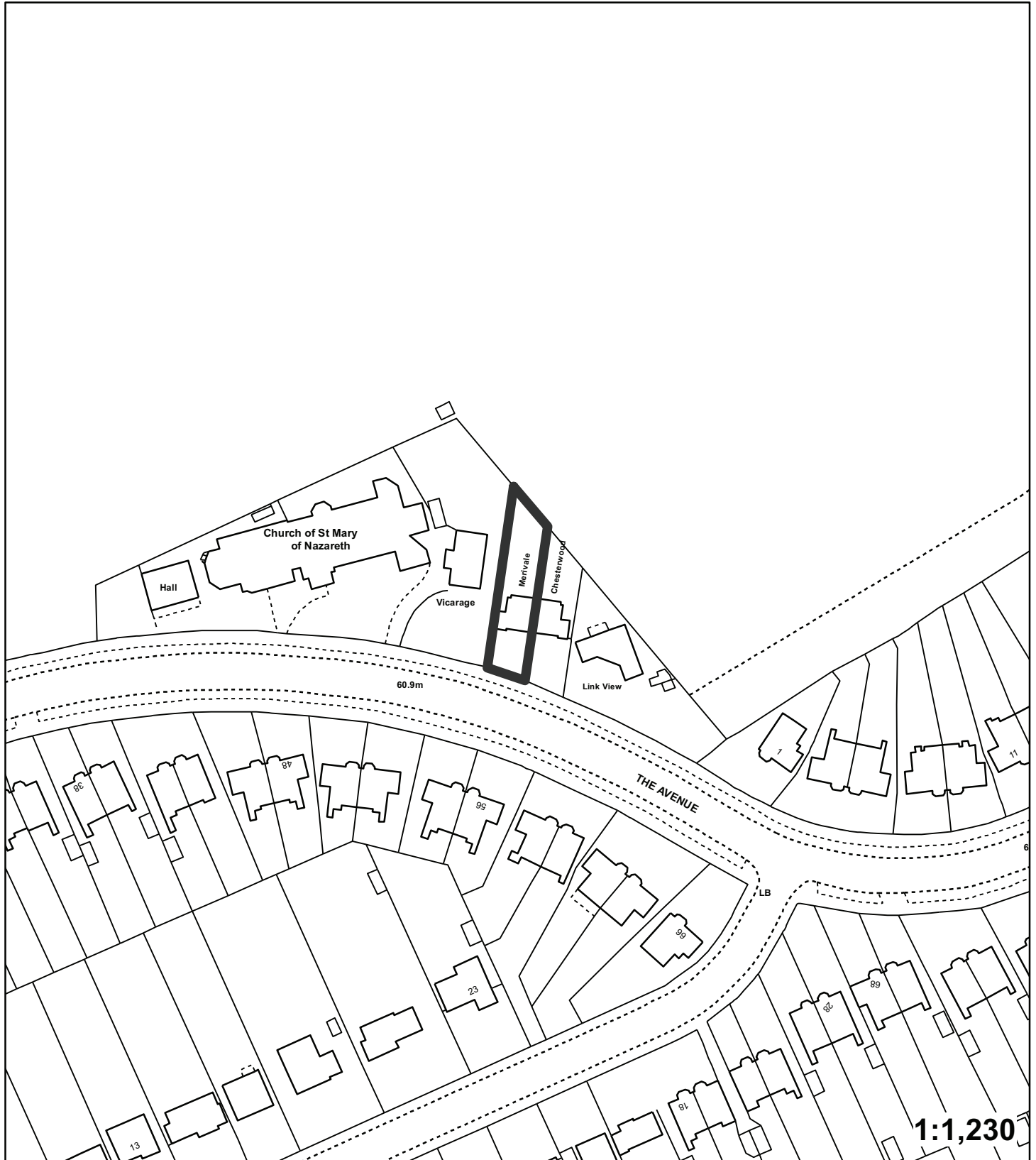
- (a) the appearance of the development in the street scene
- (b) the relationship of the development to the adjacent properties
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties

and having regard to all other matters raised.

**Application:**11/03339/FULL6

**Address:** Merivale The Avenue West Wickham BR4 0DX

**Proposal:** First floor side extension





Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03346/FULL6

**Ward:**  
Bromley Town

**Address :** 76 Coniston Road Bromley BR1 4JB

**OS Grid Ref:** E: 539266 N: 170588

**Applicant :** Mr Allan B Bullock

**Objections :** NO

**Description of Development:**

Two storey side extension.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Birds  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Tree Preservation Order

**Proposal**

This application proposes a two storey side extension set back from the front wall of the house by 2.8m (3.8m if measured from the front of the original bay).

**Location**

The site is a detached, two storey dwelling located on the south side of Coniston Road; the road slopes downwards to the west. To the east of the site is Bromley Court Hotel. The remainder of the surrounding area is residential with a mix of detached and semi-detached plots. There are a number of protected trees on the application site.

**Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations have been received at the time of writing the report.

**Comments from Consultees**

The Council's tree officer has advised that there is a protected pine tree in the rear garden of this property but the separation between the tree and proposed extension is adequate.

## 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  
H8 Residential Extensions  
H9 Side Space

## Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The two storey side extension sits tightly on the east boundary and therefore does not comply with Policy H9 regarding side space. Requirements of Policy BE1 (which requires for space about buildings to provide opportunities to create attractive settings with hard or soft landscaping) are also to be considered. The boundary to which the proposed extension will be built is the boundary with Bromley Court Hotel which lays at a higher level than the application site and hosts a number of outbuildings.

The design of the extension sits well with the host property and it may be considered not to have an undue impact on the street scene. There is a protected pine tree in the rear garden of this property but the Council's tree officer has advised that the separation between the tree and proposed extension is adequate. The agent has confirmed that no alterations are shown to the front garden area.

Given the proposed set back of the development, that there is an adjacent commercial site rather than residential, the differences in site levels and that landscaping will be retained to the front of the property the potential impact of the proposed development may not be considered sufficient to warrant a planning refusal.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03346, excluding exempt information.

as amended by documents received on 05.01.2012

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs  
ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials  
ACC04R Reason C04
- 3 Details of the existing hard and soft landscaping layout to the front garden shall be submitted to and approved in writing by or on behalf of the Local

Planning Authority before any work is commenced and the approved layout shall be permanently maintained thereafter.

**Reason:** In order to provide an attractive setting for the development and not detract from the existing street scene in accordance with Policy BE1 of the Unitary Development Plan.

4 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

BE1 Design of New Development

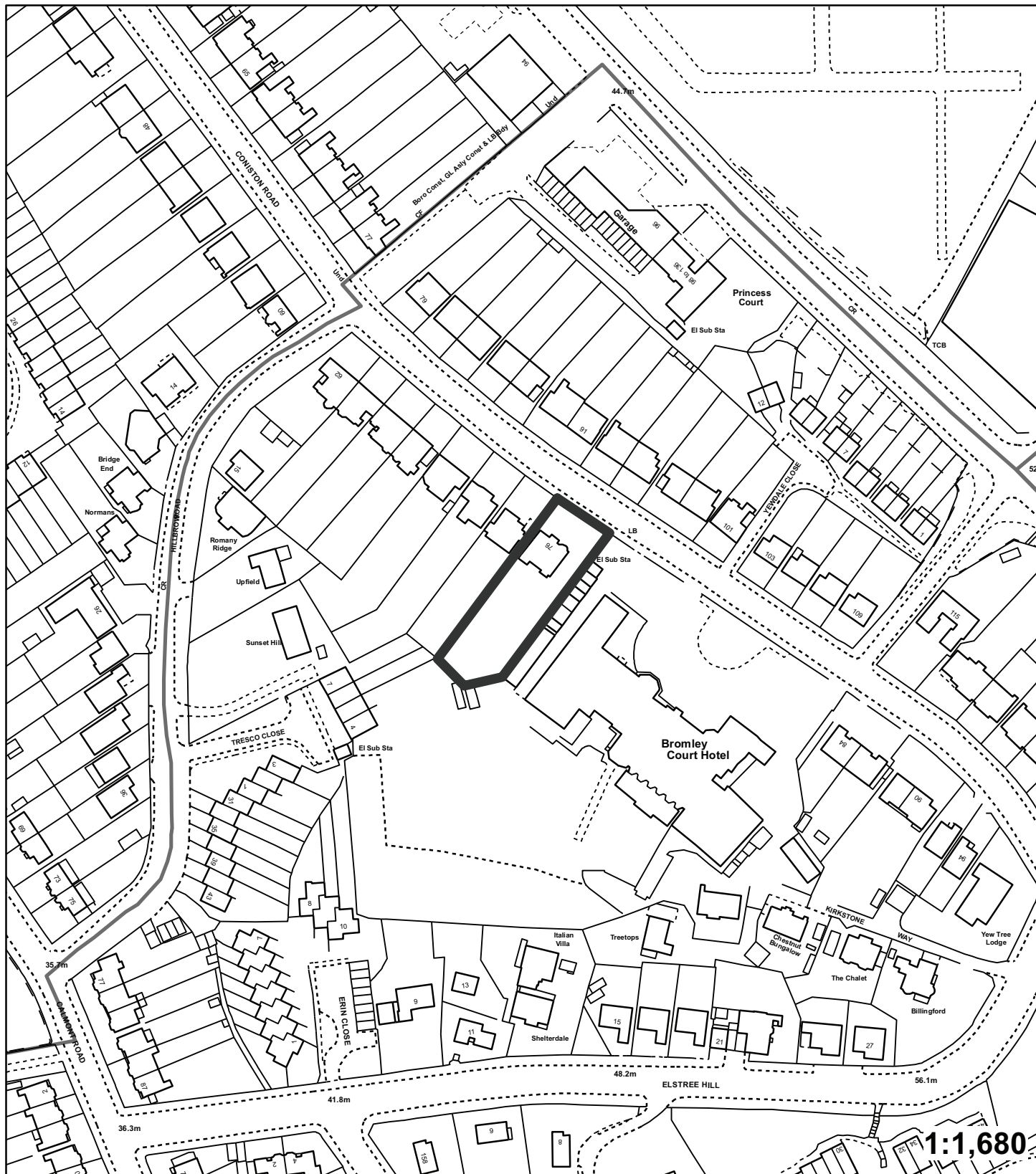
H8 Residential Extensions

H9 Side Space

**Application: 11/03346/FULL6**

**Address: 76 Coniston Road Bromley BR1 4JB**

**Proposal: Two storey side extension.**



Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03414/ADV

**Ward:**  
Cray Valley West

**Address :** The Broomwood Sevenoaks Way  
Orpington BR5 3AE

**OS Grid Ref:** E: 547050 N: 169139

**Applicant :** Mr

**Objections :** YES

**Description of Development:**

Internally illuminated and non-illuminated freestanding and directional signs, including height restrictor and parking bay signs

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Stat Routes

**Joint report with application refs. 11/03417 and 11/03426**

**Proposal**

These applications are for various internally illuminated and non-illuminated signs for this commercial property which was recently granted permission on appeal to be used as a restaurant with takeaway and drive-through facility

The signage comprises:

- Ref.11/03414: freestanding and directional signs within the grounds of the building, including car parking areas
- Ref.11/03417: five internally illuminated fascia signs on the front, rear and northern side elevations
- Ref.11/03426: an 8m high internally illuminated totem sign on the Sevenoaks Way frontage.

A revised plan was received in relation to the totem sign (ref.11/03426) which deleted reference to the opening hours of the premises.

## **Location**

This former Public House occupies a corner plot at the junction of Broomwood Road and Sevenoaks Way, and comprises a large two storey building with car parking areas to the front, side and rear accessed from Broomwood Road.

The site is bounded to the south and west by residential properties, and faces dwellings to the north in Broomwood Road. The building fronts onto Sevenoaks Way, which is classified as a Strategic Route as part of the Strategic Road Network.

## **Comments from Local Residents**

Letters of objection have been received from nearby residents whose main points of concern are summarised as follows:

- the signage is unsuitable for a residential area
- signage is far more intrusive than existing pub signs
- signs should not be illuminated
- drivers could be distracted by signage
- proposed directional signs at the entrance from Broomwood Road should be reduced in height
- object to the principle of a McDonalds restaurant in this location.

## **Comments from Consultees**

From a highways point of view, none of the signs affect any sightlines, and are unlikely to cause a distraction for drivers.

No objections are raised to the signs from an environmental health/light pollution point of view.

## **Planning Considerations**

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

BE21 Control of Advertisements, Hoardings and Signs

## **Planning History**

Planning permission was allowed on appeal in October 2011 (ref.10/02456) to change the use of this Public House (Class A4) to a restaurant with takeaway and drive-through facilities (Class A3/A5), which included single storey extensions, elevational alterations, a disabled ramp, ventilation ducting, the formation of a vehicular access to Broomwood Road and associated car parking and landscaping.

## **Conclusions**

The main issues in this case are the impact of the proposed signs on the character and appearance of the surrounding area, on the amenities of nearby residents, and on highway safety.

The application property is an established commercial building situated on a very busy main road, and the provision of some illuminated and non-illuminated signage in this location is not considered to be unacceptable in principle.

The proposed internally illuminated fascia signs would comprise two “McDonalds” signs on the front elevation either side of the entrance, with an “M” sign over the entrance door, which are considered appropriate for the elevation facing Sevenoaks Way. A further “M” sign would be located at first floor level on the northern side elevation facing Broomwood Road, and another at ground floor level on the rear elevation. None of these signs given their low level of illumination are considered to detrimentally affect the amenities of neighbouring residents, nor detract from the appearance of the host building or the character of the surrounding area.

The proposed 8m high totem sign would be located in a similar position to the existing totem sign for the Public House on the Sevenoaks Way frontage, and would have backlit logos on composite aluminium facades. The size and design of the totem sign is not, therefore, considered to be overly prominent in the street scene, and would not affect sightlines nor unduly distract motorists.

With regard to 20 freestanding and directional signs within the grounds of the building, these are small scale and typical for this type of business operation. 8 would be internally illuminated, but of a low level with mainly the logos to be backlit. On balance, the signs are not considered to unduly affect the amenities of nearby residents and are therefore recommended subject to conditions controlling luminance and hours of use.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01447, 10/02456, 11/03414, 11/03417 and 11/03426, excluding exempt information.

**RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

subject to the following conditions:

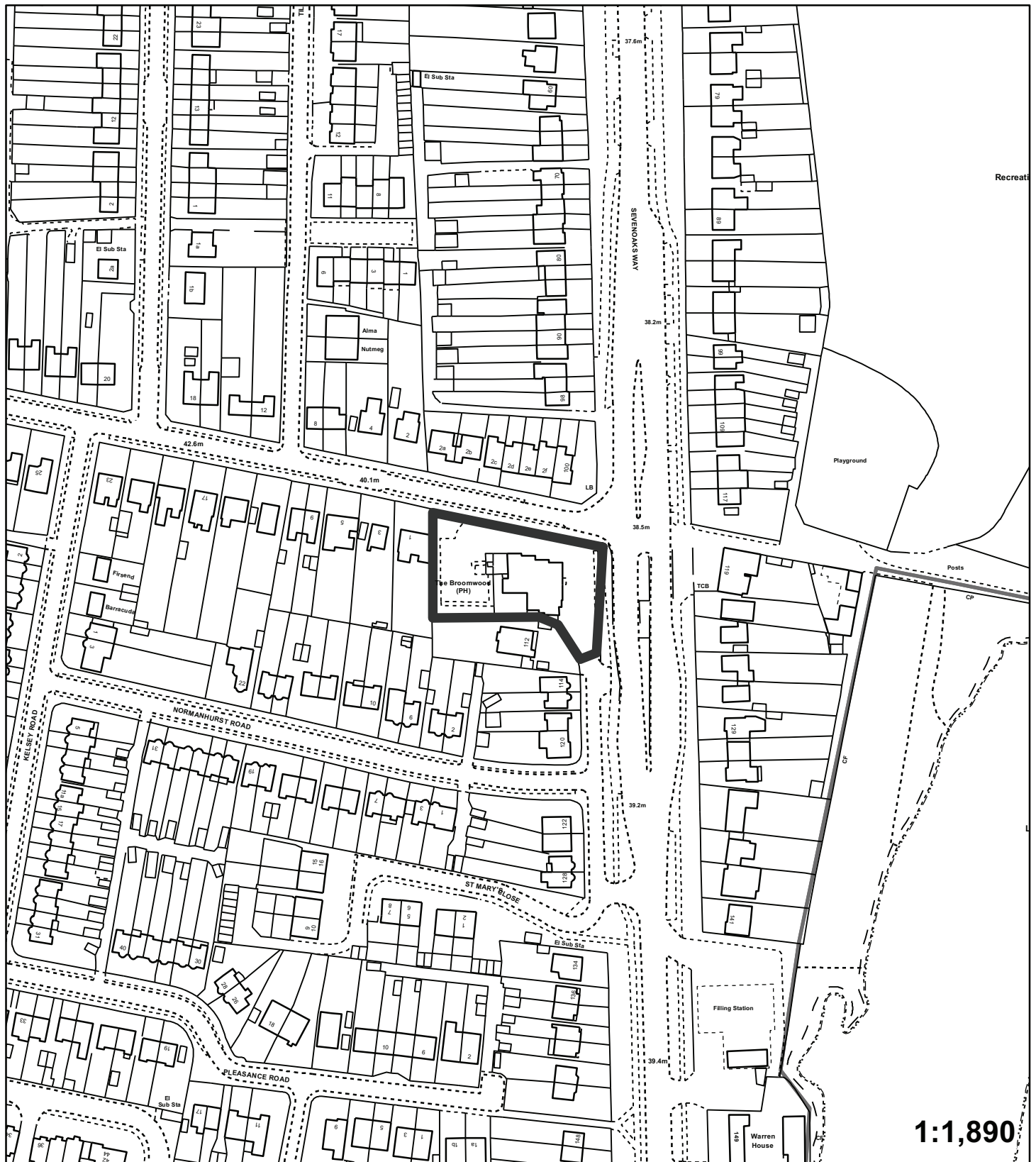
- |   |        |  |                              |
|---|--------|--|------------------------------|
| 6 | ACF01  | Standard 5 year period                 |                              |
|   | ACF01R | Reason F01                             |                              |
| 7 | ACF02  | Rest. of luminance-(s) (2 in)          | internally illuminated signs |
|   | 600    |  |                              |
|   | ACF02R | Reason F02                             |                              |
| 8 | ACF04  | Hours of use for illum. sign(s) (2 in) | 06:00 23:00                  |
|   | ACF04R | Reason F04                             |                              |



**Application:**11/03414/ADV

**Address:** The Broomwood Sevenoaks Way Orpington BR5 3AE

**Proposal:** Internally illuminated and non-illuminated freestanding and directional signs, including height restrictor and parking bay signs





Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03415/FULL1

**Ward:**  
Darwin

**Address :** Pavilion And Public Conveniences  
Cudham Recreation Ground Cudham  
Lane South Cudham Sevenoaks

**OS Grid Ref:** E: 544570 N: 159845

**Applicant :** Mr

**Objections :** NO

**Description of Development:**

Single storey side and rear extensions to pavilion, decking with timber balustrade and elevational alterations

Key designations:

Conservation Area: Cudham Village  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Belt

**Proposal**

- It is proposed to add single storey extensions to the Cudham Village Sports Pavilion in order to improve the current facilities provided for the sports clubs which use the recreation ground
- A single storey extension would be added to the eastern side of the pavilion to provide an improved kitchen/refreshment area, with direct access to a new decked area with timber balustrades to provide a terrace for outdoor seating
- A single storey extension would be added to the southern side of the building to provide a storage area for machinery needed by the sports clubs
- Internal alterations would also provide improved changing facilities for sports users.

**Location**

This sports pavilion is located within Cudham Village recreation ground which lies within Cudham Village Conservation Area and is designated as Green Belt land.

The pavilion lies within the western side of the recreation ground adjacent to a public footpath, and serves the various sports clubs which use the grounds for

tennis, cricket and football. The building is part of the sports facilities owned by L.B. Bromley.

### **Comments from Local Residents**

No comments have been received from nearby residents.

### **Comments from Consultees**

The Council's Parks and Greenspace Division supports the application which is considered to provide a much needed sporting improvement and a valuable community facility.

Countryside Management comment that although the pavilion is located adjacent to the proposed World Heritage Site, it is already well-screened, and therefore no objections are raised to the proposals. If permission is to be granted, it is recommended that a condition be added regarding the inclusion of bat and swift boxes.

No objections are raised by Thames Water.

### **Planning Considerations**

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

BE1 Design of New Development  
BE11 Conservation Areas  
G1 Green Belt

### **Conclusions**

The site is located within the Green Belt, and the main issues are; firstly, whether the proposals comprise inappropriate development, as defined by Policy G1 of the Unitary Development Plan, and if so, whether very special circumstances exist that clearly outweigh the harm by reason of inappropriateness or any other harm; and secondly, whether the extensions would harm the appearance of the building given its location within Cudham Village Conservation Area, or the character of the surrounding area.

Policy G1 of the UDP allows for the construction of new buildings or extensions to existing buildings on land within the Green Belt where it provides essential facilities for outdoor sport and outdoor recreation. The current proposals are fairly small-scale, and provide improved facilities for the users of the sports grounds in order to meet modern standards. The proposals may, therefore, be considered to comprise appropriate development within the Green Belt which would not adversely affect the open nature of the surrounding area.

With regard to the design of the extensions, the proposed store would be in brickwork to match the existing building, while the eastern extension would be of a traditional style with green cladding and deep overhanging eaves, and a high

vaulted ceiling internally. The proposals would reflect the design of a traditional sports pavilion, and are not considered to detract from the character and appearance of Cudham Village Conservation Area.

The pavilion is a significant distance away from the nearest residential properties, and the proposals are not, therefore, considered to have a detrimental impact on residential amenity.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03415, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACC01  | Satisfactory materials (ext'nl surfaces) |
|   | ACC01R | Reason C01                               |

### **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
- BE11 Conservation Areas
- G1 The Green Belt

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

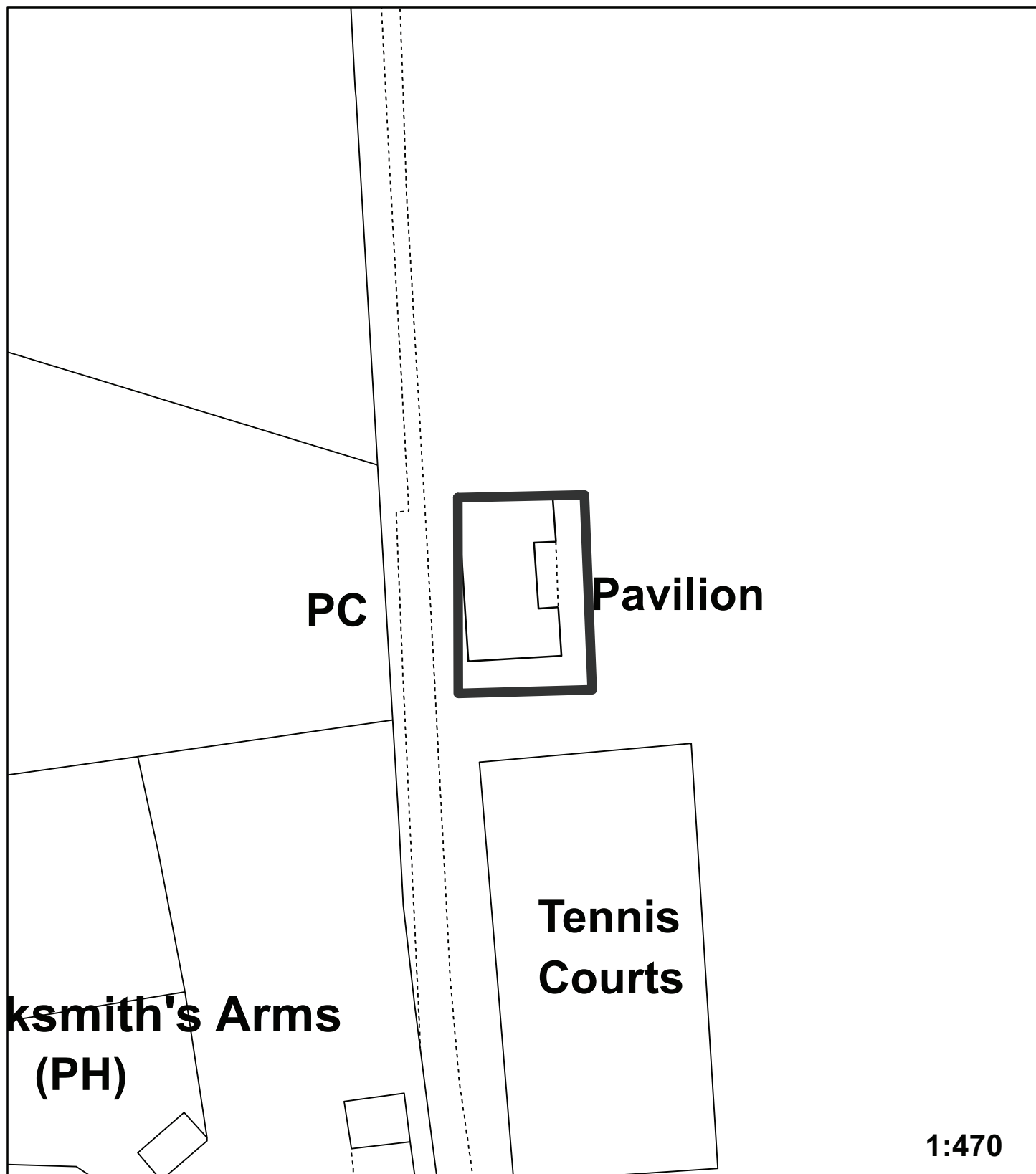
- (a) the character and appearance of the development within the conservation area
- (b) the relationship of the development to adjacent property
- (c) the impact of the development on the open nature of the Green Belt

and having regard to all other matters raised, including neighbours concerns.

**Application:**11/03415/FULL1

**Address:** Pavilion And Public Conveniences Cudham Recreation Ground Cudham Lane South Cudham Sevenoaks

**Proposal:** Single storey side and rear extensions to pavilion, decking with timber balustrade and elevational alterations



Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03417/ADV

**Ward:**  
Cray Valley West

**Address :** The Broomwood Sevenoaks Way  
Orpington BR5 3AE

**OS Grid Ref:** E: 547050 N: 169139

**Applicant :**

**Objections : YES**

**Description of Development:**

5 internally illuminated fascia signs

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Stat Routes

**Joint report with application refs. 11/03414 and 11/03426**

**Proposal**

These applications are for various internally illuminated and non-illuminated signs for this commercial property which was recently granted permission on appeal to be used as a restaurant with takeaway and drive-through facility

The signage comprises:

- Ref.11/03414: freestanding and directional signs within the grounds of the building, including car parking areas
- Ref.11/03417: five internally illuminated fascia signs on the front, rear and northern side elevations
- Ref.11/03426: an 8m high internally illuminated totem sign on the Sevenoaks Way frontage.

A revised plan was received in relation to the totem sign (ref.11/03426) which deleted reference to the opening hours of the premises.

**Location**

This former Public House occupies a corner plot at the junction of Broomwood Road and Sevenoaks Way, and comprises a large two storey building with car parking areas to the front, side and rear accessed from Broomwood Road.

The site is bounded to the south and west by residential properties, and faces dwellings to the north in Broomwood Road. The building fronts onto Sevenoaks Way, which is classified as a Strategic Route as part of the Strategic Road Network.

### **Comments from Local Residents**

Letters of objection have been received from nearby residents whose main points of concern are summarised as follows:

- the signage is unsuitable for a residential area
- signage is far more intrusive than existing pub signs
- signs should not be illuminated
- drivers could be distracted by signage
- proposed directional signs at the entrance from Broomwood Road should be reduced in height
- object to the principle of a McDonalds restaurant in this location.

### **Comments from Consultees**

From a highways point of view, none of the signs affect any sightlines, and are unlikely to cause a distraction for drivers.

No objections are raised to the signs from an environmental health/light pollution point of view.

### **Planning Considerations**

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

BE21 Control of Advertisements, Hoardings and Signs

### **Planning History**

Planning permission was allowed on appeal in October 2011 (ref.10/02456) to change the use of this Public House (Class A4) to a restaurant with takeaway and drive-through facilities (Class A3/A5), which included single storey extensions, elevational alterations, a disabled ramp, ventilation ducting, the formation of a vehicular access to Broomwood Road and associated car parking and landscaping.

### **Conclusions**

The main issues in this case are the impact of the proposed signs on the character and appearance of the surrounding area, on the amenities of nearby residents, and on highway safety.

The application property is an established commercial building situated on a very busy main road, and the provision of some illuminated and non-illuminated signage in this location is not considered to be unacceptable in principle.

The proposed internally illuminated fascia signs would comprise two “McDonalds” signs on the front elevation either side of the entrance, with an “M” sign over the entrance door, which are considered appropriate for the elevation facing Sevenoaks Way. A further “M” sign would be located at first floor level on the northern side elevation facing Broomwood Road, and another at ground floor level on the rear elevation. None of these signs given their low level of illumination are considered to detrimentally affect the amenities of neighbouring residents, nor detract from the appearance of the host building or the character of the surrounding area.

The proposed 8m high totem sign would be located in a similar position to the existing totem sign for the Public House on the Sevenoaks Way frontage, and would have backlit logos on composite aluminium facades. The size and design of the totem sign is not, therefore, considered to be overly prominent in the street scene, and would not affect sightlines nor unduly distract motorists.

With regard to 20 freestanding and directional signs within the grounds of the building, these are small scale and typical for this type of business operation. 8 would be internally illuminated, but of a low level with mainly the logos to be backlit. On balance, the signs are not considered to unduly affect the amenities of nearby residents and are therefore recommended subject to conditions controlling luminance and hours of use.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01447, 10/02456, 11/03414, 11/03417 and 11/03426, excluding exempt information.

**RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

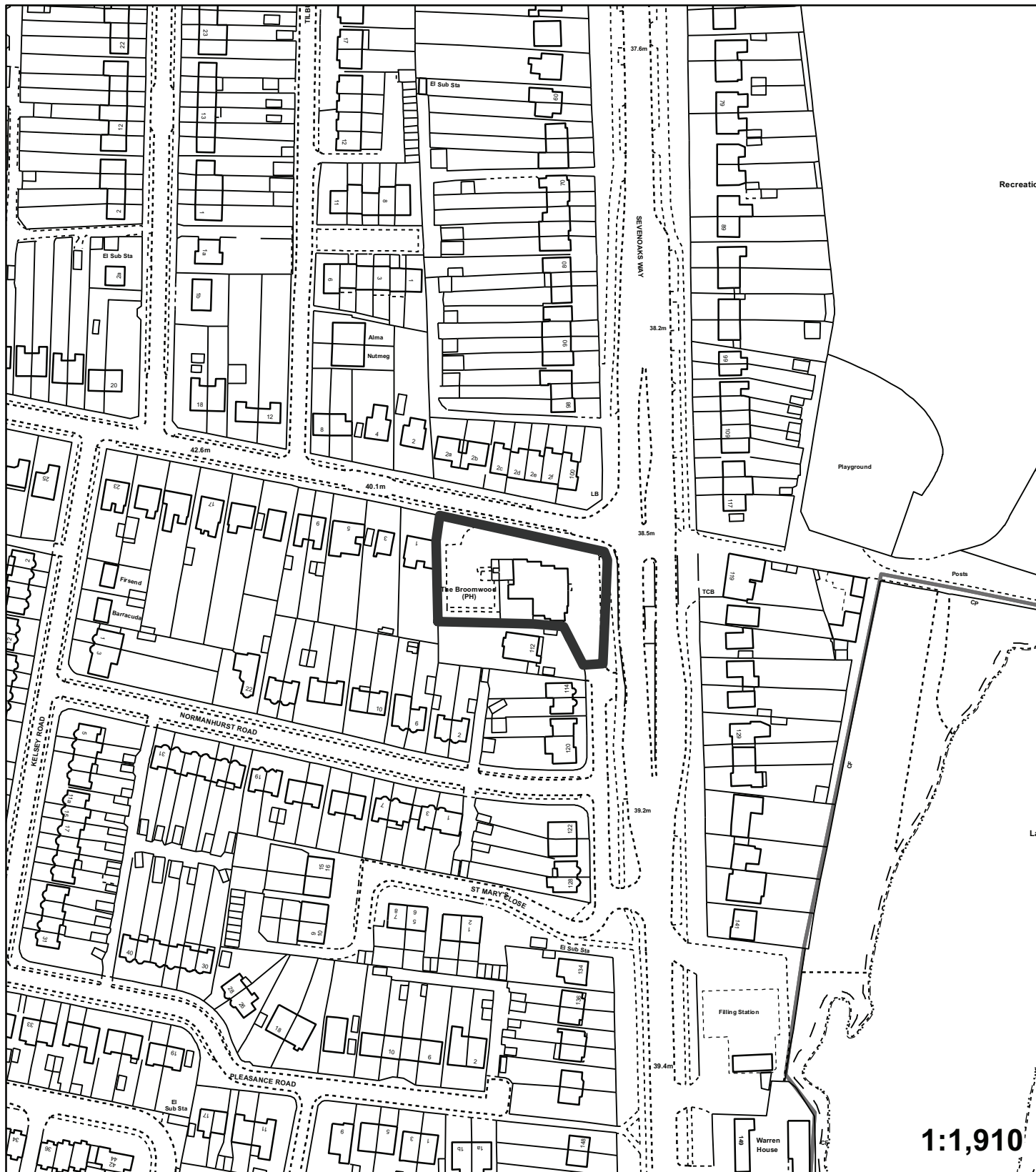
subject to the following conditions:

- |   |        |  |                              |
|---|--------|--|------------------------------|
| 6 | ACF01  | Standard 5 year period                 |                              |
|   | ACF01R | Reason F01                             |                              |
| 7 | ACF02  | Rest. of luminance-(s) (2 in)          | internally illuminated signs |
|   | 600    |  |                              |
|   | ACF02R | Reason F02                             |                              |
| 8 | ACF04  | Hours of use for illum. sign(s) (2 in) | 06:00 23:00                  |
|   | ACF04R | Reason F04                             |                              |

**Application:**11/03417/ADV

**Address:** The Broomwood Sevenoaks Way Orpington BR5 3AE

**Proposal:** 5 internally illuminated fascia signs





Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03426/ADV

**Ward:**  
Cray Valley West

**Address :** The Broomwood Sevenoaks Way  
Orpington BR5 3AE

**OS Grid Ref:** E: 547050 N: 169139

**Applicant :**

**Objections : YES**

**Description of Development:**

8m high internally illuminated freestanding totem sign fronting Sevenoaks Way.

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Stat Routes

**Joint report with application refs. 11/03414 and 11/03417**

**Proposal**

These applications are for various internally illuminated and non-illuminated signs for this commercial property which was recently granted permission on appeal to be used as a restaurant with takeaway and drive-through facility

The signage comprises:

- Ref.11/03414: freestanding and directional signs within the grounds of the building, including car parking areas
- Ref.11/03417: five internally illuminated fascia signs on the front, rear and northern side elevations
- Ref.11/03426: an 8m high internally illuminated totem sign on the Sevenoaks Way frontage.

A revised plan was received in relation to the totem sign (ref.11/03426) which deleted reference to the opening hours of the premises.

**Location**

This former Public House occupies a corner plot at the junction of Broomwood Road and Sevenoaks Way, and comprises a large two storey building with car parking areas to the front, side and rear accessed from Broomwood Road.

The site is bounded to the south and west by residential properties, and faces dwellings to the north in Broomwood Road. The building fronts onto Sevenoaks Way, which is classified as a Strategic Route as part of the Strategic Road Network.

### **Comments from Local Residents**

Letters of objection have been received from nearby residents whose main points of concern are summarised as follows:

- the signage is unsuitable for a residential area
- signage is far more intrusive than existing pub signs
- signs should not be illuminated
- drivers could be distracted by signage
- proposed directional signs at the entrance from Broomwood Road should be reduced in height
- object to the principle of a McDonalds restaurant in this location.

### **Comments from Consultees**

From a highways point of view, none of the signs affect any sightlines, and are unlikely to cause a distraction for drivers.

No objections are raised to the signs from an environmental health/light pollution point of view.

### **Planning Considerations**

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

BE21 Control of Advertisements, Hoardings and Signs

### **Planning History**

Planning permission was allowed on appeal in October 2011 (ref.10/02456) to change the use of this Public House (Class A4) to a restaurant with takeaway and drive-through facilities (Class A3/A5), which included single storey extensions, elevational alterations, a disabled ramp, ventilation ducting, the formation of a vehicular access to Broomwood Road and associated car parking and landscaping.

### **Conclusions**

The main issues in this case are the impact of the proposed signs on the character and appearance of the surrounding area, on the amenities of nearby residents, and on highway safety.

The application property is an established commercial building situated on a very busy main road, and the provision of some illuminated and non-illuminated signage in this location is not considered to be unacceptable in principle.

The proposed internally illuminated fascia signs would comprise two “McDonalds” signs on the front elevation either side of the entrance, with an “M” sign over the entrance door, which are considered appropriate for the elevation facing Sevenoaks Way. A further “M” sign would be located at first floor level on the northern side elevation facing Broomwood Road, and another at ground floor level on the rear elevation. None of these signs given their low level of illumination are considered to detrimentally affect the amenities of neighbouring residents, nor detract from the appearance of the host building or the character of the surrounding area.

The proposed 8m high totem sign would be located in a similar position to the existing totem sign for the Public House on the Sevenoaks Way frontage, and would have backlit logos on composite aluminium facades. The size and design of the totem sign is not, therefore, considered to be overly prominent in the street scene, and would not affect sightlines nor unduly distract motorists.

With regard to 20 freestanding and directional signs within the grounds of the building, these are small scale and typical for this type of business operation. 8 would be internally illuminated, but of a low level with mainly the logos to be backlit. On balance, the signs are not considered to unduly affect the amenities of nearby residents and are therefore recommended subject to conditions controlling luminance and hours of use.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01447, 10/02456, 11/03414, 11/03417 and 11/03426, excluding exempt information.

**RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

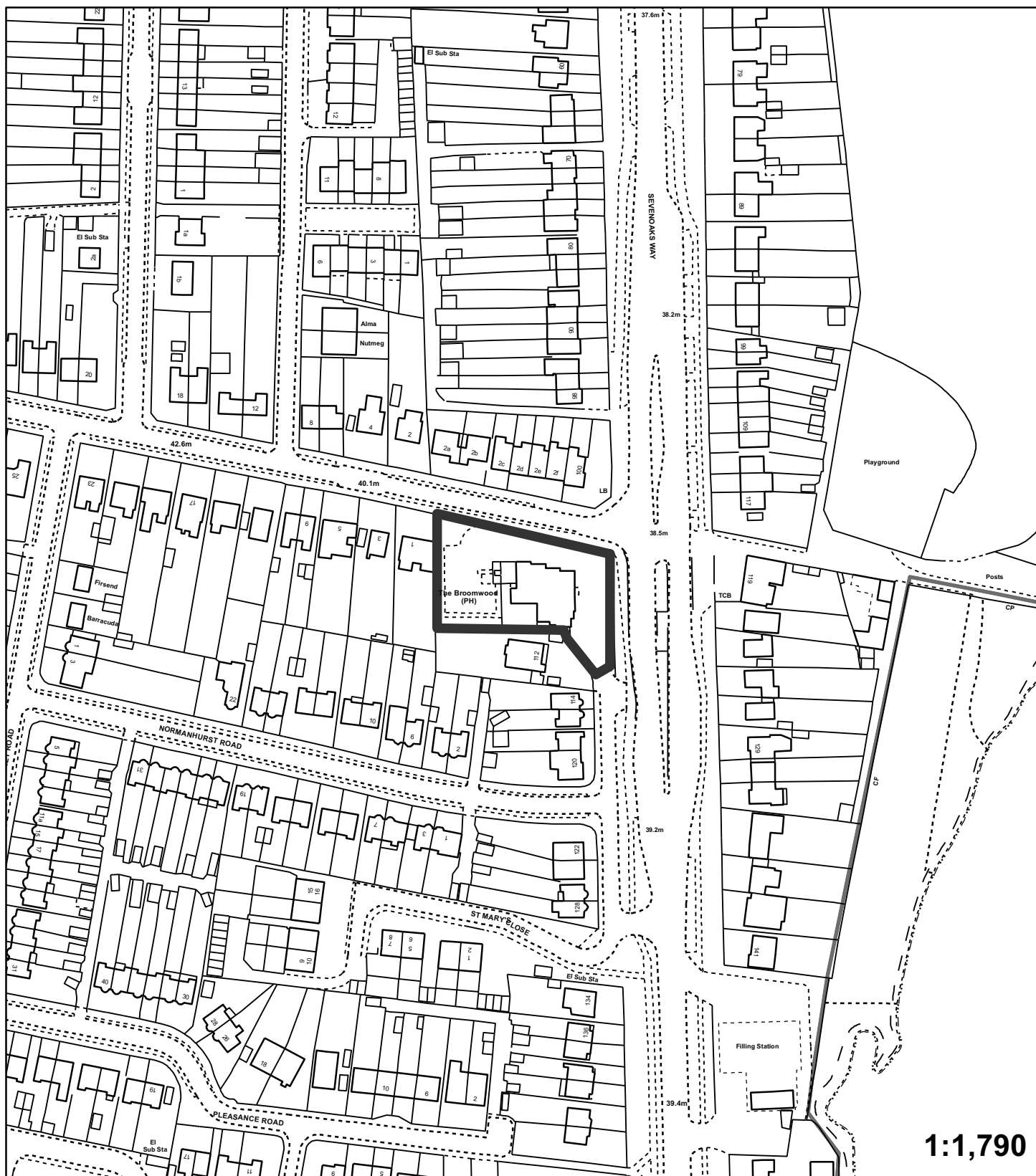
subject to the following conditions:

6	ACF01	Standard 5 year period	
	ACF01R	Reason F01	
7	ACF02	Rest. of luminance-(s) (2 in)	internally illuminated signs
	600		
	ACF02R	Reason F02	
8	ACF04	Hours of use for illum. sign(s) (2 in)	06:00 23:00
	ACF04R	Reason F04	

**Application:**11/03426/ADV

**Address:** The Broomwood Sevenoaks Way Orpington BR5 3AE

**Proposal:** 8m high internally illuminated freestanding totem sign fronting Sevenoaks Way.



Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03525/FULL1

**Ward:**  
Penge And Cator

**Address :** Penge Police Station 175 High Street  
Penge London SE20 7DS

**OS Grid Ref:** E: 535602 N: 170149

**Applicant :** Mr Daniel Jackson

**Objections :** NO

### **Description of Development:**

Elevational alterations and conversion of former stable block to 1 two bedroom dwelling with associated car parking space and new entrance gates and wall

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Locally Listed Building  
London Distributor Roads  
Primary Shopping Frontage

### **Proposal**

The application proposes to convert the existing former stable building located within the courtyard area into a one bedroom residential property. A new window will be positioned into the south east elevation to provide light into the living / dining room and a door with glazed side panels will be introduced on to the North West elevation. The new door would provide access to an enclosed private garden area. The existing first floor will be opened up to provide a bedroom with an en-suite bathroom and study with rooflights provided to the rear roof slope for natural light and ventilation. Revised floor plans were submitted during the course of the application changing the small bedroom into a study to address concerns raised from environmental health about the size of this bedroom.

The existing outbuildings and portacabins are to be removed. The existing vehicle access located off Green Lane is to be retained with the boundary wall reduced in height, the access widened and new vision spalys provided along with new gatesto improve pedestrian and vehicular safety. This vehicle access is to be shared with the occupiers of the property located at 2-4 Raleigh Road for which a separate planning application has been submitted for a change of use in to residential flats.

## **Location**

The application site is located to the rear of the former police station building which fronts Penge High Street and is at the junction with Green Lane. The police station building is Locally Listed and was constructed in the mid 19th Century. The stable block was initially used as stables for police horses and later for storage purposes.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations were received.

## **Comments from Consultees**

From a highway planning perspective, no technical objections are raised.

With regards to the standard of accommodation proposed no objections are raised from an environmental health perspective.

From a heritage and urban design perspective no objections are raised subject to appropriately worded planning conditions on any approval concerning the details of appropriate materials.

## **Planning Considerations**

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H12 Conversion of non residential buildings to residential use
- T1 Transport demand
- T3 Parking
- T18 Road safety

### London Plan

- 3.3 Increasing Housing Supply,
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable drainage
- 7.3 Designing Out Crime
- 7.4 Local Character

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the existing Locally Listed building and the impact that it

would have on the amenities of the occupants of surrounding residential properties and whether the standard of residential accommodation to be provided is considered acceptable.

The development proposed appears to be accommodated satisfactorily within the street scene. The proposed development is considered on balance to respect the existing character and appearance of the street scene and surroundings. The design of the scheme is considered to provide an appropriate solution to reuse an existing redundant building.

The proposal is considered compliant to Policy BE1 and BE10 as the scale and form of the proposed alterations to the building is considered to be in keeping with the character and appearance of the area and the special local interest of the existing building.

In terms of car parking, the development is within an area of high public transport accessibility in a town centre location. One off street car parking space is to be provided and the proposal would therefore on balance not result in any significant harm to the area in terms of on street parking demand or highway and pedestrian safety, compliant to Policy T3, and T18.

The proposed living accommodation provides an overall acceptable room layout, natural light and amenity space, and is also in a reasonably accessible location in terms of public transport availability.

With regards to the private amenity space and gated access, further landscaping and boundary enclosure details could be requested through an appropriately worded condition if Members are minded to approve the application.

PPS3 and London Planning Advisory Committee (LPAC) advice suggest that buildings formerly in non residential uses can be a potential important source of extra housing. Policy H12 of the Unitary Development Plan states that the Council will normally permit the conversion of genuinely redundant office buildings and other non residential buildings to other uses subject to achieving a satisfactory quality of accommodation and amenity for future occupiers. The application is clearly a case that needs to be assessed in the light of this guidance.

Members will therefore need to consider whether the layout of the site leaves adequate separation between buildings and whether the development is in keeping with the character and appearance of the area, the special local interest of the building or significantly harms residential amenity.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/03600 and 11/03525, excluding exempt information.

as amended by documents received on 12.01.2012

**RECOMMENDATION: PERMISSION**



Subject to the following conditions:

- |    |        |  |               |
|----|--------|--|---------------|
| 1  | ACA01  | Commencement of development within 3 yrs |               |
|    | ACA01R | A01 Reason 3 years                       |               |
| 2  | ACA04  | Landscaping Scheme - full app no details |               |
|    | ACA04R | Reason A04                               |               |
| 3  | ACA08  | Boundary enclosures - implementation     |               |
|    | ACA08R | Reason A08                               |               |
| 4  | ACC01  | Satisfactory materials (ext'nl surfaces) |               |
|    | ACC01R | Reason C01                               |               |
| 5  | ACC03  | Details of windows                       |               |
|    | ACC03R | Reason C03                               |               |
| 6  | ACC04  | Matching materials                       |               |
|    | ACC04R | Reason C04                               |               |
| 7  | ACH03  | Satisfactory parking - full application  |               |
|    | ACH03R | Reason H03                               |               |
| 8  | ACH12  | Vis. splays (vehicular access) (2 in)    | 3.3m x 2.4m x |
|    |        | 3.3m 1m                                  |               |
|    | ACH12R | Reason H12                               |               |
| 9  | ACH32  | Highway Drainage                         |               |
|    | ADH32R | Reason H32                               |               |
| 10 | ACI02  | Rest of "pd" Rights - Class A, B,C and E |               |

**Reason:** In order to comply with Policies H7 and BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties and the character and appearance of the area.

- 11 No loose materials shall be used for the surfacing of the parking and turning area hereby permitted.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of pedestrian and vehicular safety.

#### **Reasons for 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 Supply
- H7 Housing Density and Design
- H12 Conversion of non residential buildings to residential use
- C1 Community facilities
- T1 Transport demand
- T3 Parking
- T18 Road safety

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 and the impact on existing buildings



- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) accessibility to buildings
- (i) the housing policies of the development plan
- (j) the urban design policies of the development plan

and having regard to all other matters raised.

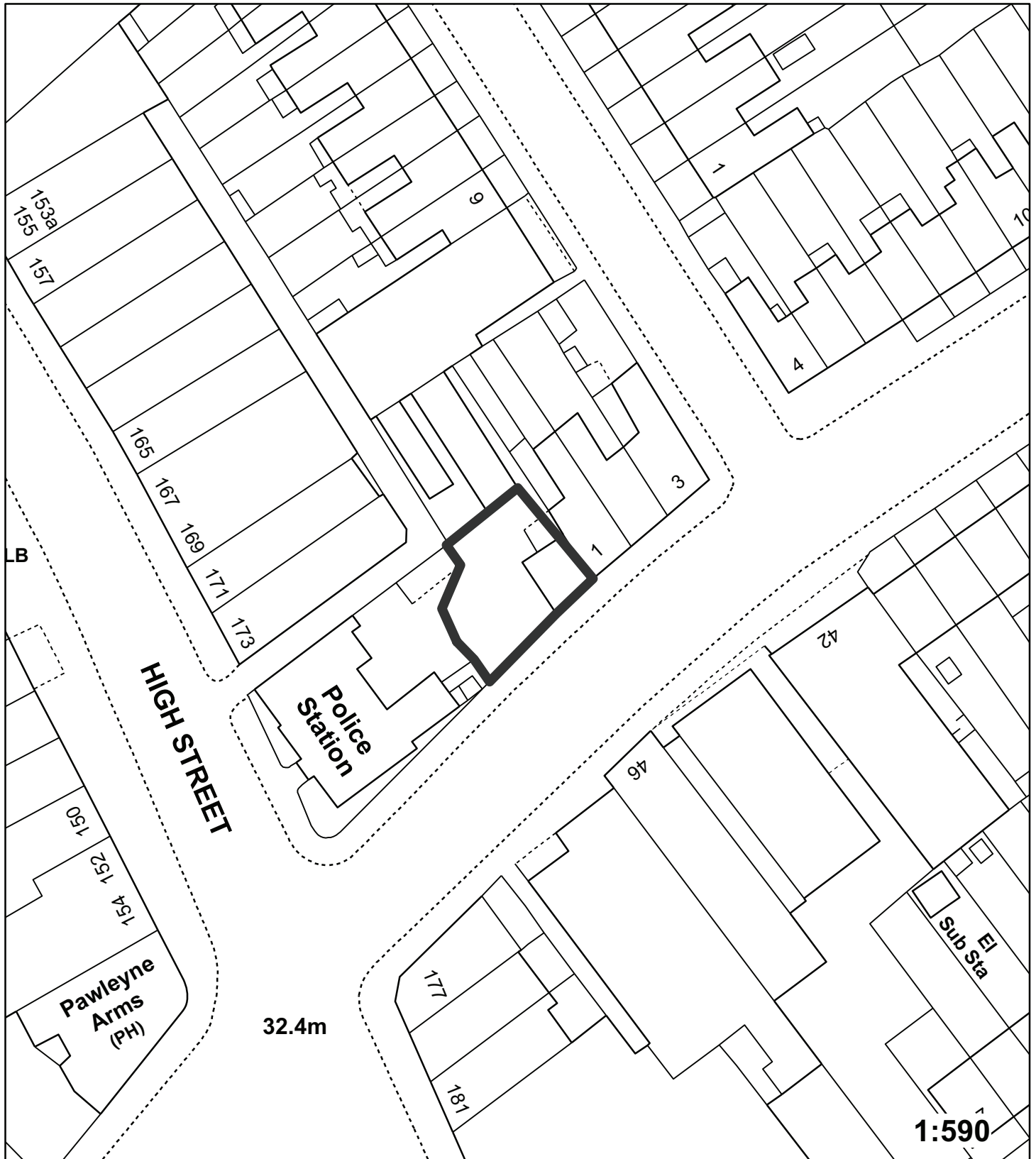
INFORMATIVE(S)

1 RDI10 Consult Land Charges/Street Numbering

**Application:**11/03525/FULL1

**Address:** Penge Police Station 175 High Street Penge London SE20 7DS

**Proposal:** Elevational alterations and conversion of former stable block to 1 two bedroom dwelling with associated car parking space and new entrance gates and wall



Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03600/FULL3

**Ward:**  
Penge And Cator

**Address :** 2 - 4 Raleigh Road Penge London SE20  
7JB

**OS Grid Ref:** E: 535594 N: 170188

**Applicant :** Mr Daniel Jackson

**Objections :** YES

**Description of Development:**

Three storey side extension to accommodate new entrance lobby and staircase, elevational alterations and conversion of first and second floor from snooker club to form 6 two bedroom flats together with amenity space, communal roof terrace and pergola.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

**Proposal**

The proposal seeks permission for the conversion of the first and second floors of the building from a snooker club to form 6 two bedroom flats. To facilitate this conversion, a three storey side extension is to be constructed adjacent to the boundary with 1 Green Lane within what was formerly the police station yard. The extension will accommodate a new entrance hall and staircase which would be accessed from the yard. Elevational alterations are proposed (including alterations to fenestration), and a communal roof terrace is proposed to provide amenity space for the occupiers of the flats, with a pergola and lily pool.

Although the building fronts Raleigh Road, pedestrian and vehicular access is via an existing crossover from Green Lane. The crossover provides a shared access to the old stables located to the rear of the existing redundant police station. The old stable block is subject to a separate planning application for conversion into a residential dwelling.

Following concerns raised regarding the lack of car parking provision amended plans were submitted to indicate off street car parking for 4 vehicles located adjacent to the existing boundary wall of the rear garden of 1 Green Lane.

## **Location**

The existing building is some three storeys in height. The ground floor is currently occupied by an electrical goods wholesaler accessed from Raleigh Road and this use is to remain as existing. The upper floors of the building were previously used as a snooker club and only had pedestrian access from a narrow alleyway off Penge High Street located adjacent to the old police station.

The police station building is Locally Listed and was constructed in the mid 19th Century. The site is bounded to the south by Green Lane. There is an alleyway to the west bounded by the rear of commercial and retail premises fronting Penge High Street. To the north the site abuts the rear gardens of terraced housing fronting Raleigh Road.

## **Comments from Local Residents**

- The principle of providing affordable housing in the area is good; however the proposal would result in additional pressure for on street car parking.
- The proposed roof terrace area would result in a loss of privacy and amenity.

## **Comments from Consultees**

With regards to highway planning issues, no technical objections are raised, subject to appropriately worded planning conditions on any approval to ensure acceptable highway and pedestrian safety.

With regards to the standard of accommodation proposed, natural ventilation should be provided to bathrooms, fire doors should be provided and balustrades may be required to the void area serving flats 2 and 5. These matters can however be resolved through the Building Regulations application and from an environmental health housing perspective the standard of accommodation provided is acceptable.

In terms of refuse collection, access through the gates must be available without the use of keys or a code to ensure acceptable collection of refuse.

## **Planning Considerations**

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H12 Conversion of non residential buildings to residential use
- T1 Transport demand
- T3 Parking
- T18 Road safety

## London Plan

- 3.3 Increasing Housing Supply,
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable drainage
- 7.3 Designing Out Crime
- 7.4 Local Character

### **Planning History**

Under planning application ref. 10/00994, planning permission was refused and dismissed at appeal for elevational alterations and conversion of first and second floors from a snooker club to form 8 one bedroom flats together with communal roof terrace and pergola. The appeal inspector concluded that the living and dining room windows to some of the flats would not provide reasonable levels of natural light and outlook and would be harmful to the living conditions of prospective occupiers. It was therefore concluded by the Inspector that as such the proposal would not provide a high quality residential environment and would be contrary to Policies BE1 and H12. The Inspector also concluded that the pedestrian access to the flats from a narrow alleyway off the High Street would not amount to an attractive residential setting and would also fail to be safe and convenient conflicting with Policies BE1, T6 and T18.

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the existing Locally Listed building and the impact that it would have on the amenities of the occupants of surrounding residential properties and whether the standard of residential accommodation to be provided is considered acceptable.

The development proposed appears to be accommodated satisfactorily within the street scene. The proposed extension is of a sympathetic design and scale, subservient to the host building and is considered on balance to respect the existing character and appearance of the area, street scene and surroundings. The design of the scheme is considered to provide an appropriate solution to reuse an existing redundant building.

In terms of car parking, the development is within an area of high public transport accessibility in a town centre location. Four off street car parking spaces are to be provided and the proposal would therefore on balance not result in any significant harm to the area in terms of on street parking demand or highway and pedestrian safety, compliant to Policies T3, and T18.

Members may consider that the changes which have been made since the previously refused scheme would on balance provide a more suitable pedestrian access to the proposed flats. With the reduction in the number of flats to be provided, Members may also consider that the proposed living accommodation

now appears to provide a much more suitable room layout with provision for natural light and amenity space.

With regards to the communal amenity space located on the roof and gated access, further landscaping, boundary enclosure details and screening to the roof area could be requested through an appropriately worded condition to ensure highway and pedestrian safety along with residential amenities is maintained if Members are minded to approve the application.

PPS3 and London Planning Advisory Committee (LPAC) advice suggest that buildings formerly in non residential uses can be a potential important source of extra housing. Policy H12 of the Unitary Development Plan states that the Council will normally permit the conversion of genuinely redundant office buildings and other non residential buildings to other uses subject to achieving a satisfactory quality of accommodation and amenity for future occupiers. The application is clearly a case that needs to be assessed in the light of this guidance.

Members will therefore need to consider whether the provision of additional residential accommodation in the manner proposed is acceptable in this case given the previously dismissed appeal decision.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/00994, 11/03525 and 11/03600, excluding exempt information.

as amended by documents received on 23.12.2011

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |         |  |      |   |        |
|---|---------|--|------|---|--------|
| 1 | ACA01   | Commencement of development within 3 yrs |      |   |        |
|   | ACA01R  | A01 Reason 3 years                       |      |   |        |
| 2 | ACA04   | Landscaping Scheme - full app no details |      |   |        |
|   | ACA04R  | Reason A04                               |      |   |        |
| 3 | ACA08   | Boundary enclosures - implementation     |      |   |        |
|   | ACA08R  | Reason A08                               |      |   |        |
| 4 | ACC01   | Satisfactory materials (ext'nl surfaces) |      |   |        |
|   | ACC01R  | Reason C01                               |      |   |        |
| 5 | ACC03   | Details of windows                       |      |   |        |
|   | ACC03R  | Reason C03                               |      |   |        |
| 6 | ACC04   | Matching materials                       |      |   |        |
|   | ACC04R  | Reason C04                               |      |   |        |
| 7 | ACH03   | Satisfactory parking - full application  |      |   |        |
|   | ACH03R  | Reason H03                               |      |   |        |
| 8 | ACH12   | Vis. splays (vehicular access) (2 in)    | 3.3m | x | 2.4m x |
|   | 3.3m 1m |  |      |   |        |
|   | ACH12R  | Reason H12                               |      |   |        |
| 9 | ACH18   | Refuse storage - no details submitted    |      |   |        |
|   | ACH18R  | Reason H18                               |      |   |        |

- |    |  |                                    |
|----|--|------------------------------------|
| 10 | ACH22  | Bicycle Parking                    |
|    | ACH22R   | Reason H22                         |
| 11 | ACH23  | Lighting scheme for access/parking |
|    | ACH23R   | Reason H23                         |
| 12 | ACH29  | Construction Management Plan       |
|    | ACH29R   | Reason H29                         |
| 13 | ACH32  | Highway Drainage                   |
|    | ADH32R   | Reason H32                         |
| 14 | No loose materials shall be used for the surfacing of the parking and turning area hereby permitted. |                                    |

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of pedestrian and vehicular safety.

**Reasons for 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 Supply
- H7 Housing Density and Design
- H12 Conversion of non residential buildings to residential use
- T1 Transport demand
- T3 Parking
- T18 Road safety

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 and the impact on existing buildings
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) accessibility to buildings
- (i) the housing policies of the development plan
- (j) the urban design policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- |   |       |                                       |
|---|-------|---------------------------------------|
| 1 | RDI10 | Consult Land Charges/Street Numbering |
|---|-------|---------------------------------------|



**Application:**11/03600/FULL3

**Address:** 2 - 4 Raleigh Road Penge London SE20 7JB

**Proposal:** Three storey side extension to accommodate new entrance lobby and staircase, elevational alterations and conversion of first and second floor from snooker club to form 6 two bedroom flats together with amenity space, communal roof terrace and pergola.





Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/03631/FULL1

**Ward:**  
Chislehurst

**Address :** 63 Green Lane Chislehurst BR7 6AW

**OS Grid Ref:** E: 543933 N: 171118

**Applicant :** Mr Jason Moyce

**Objections :** NO

### **Description of Development:**

Part one/two storey rear extension to ground floor shop and upper floor flat to provide additional accommodation and rear dormer extension. Elevational alterations.

Key designations:

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

### **Proposal**

- The proposed two storey side/rear extension will have a total height of 6.9m with a pitched roof. The extension will provide a vertical flank wall adjacent to Edward Road and will provide an enlarged ground floor retail unit and upper floor flat.
- The proposed single storey rear extension will have a rear projection of 3.0m and a width of 5.2m. The roof will be sloped with a height of 4.1m (3.0m to eaves level).
- The proposed rear dormer will have a width of 5.2m and a height of 2.5m, with a flat roof.
- The proposal seeks to create more upper floor space for the flat, with no sub-division of units or creation of new flats proposed.
- The ground floor rear extension will provide a storage area for the existing ground floor retail premises.
- The proposal does not seek to change the use of the ground floor premises, which is a retail (Class A1) unit.

### **Location**

The application site is on the west side of Green Lane. The site comprises a two storey building with a commercial ground floor and residential flat on the first floor. The wider area comprises largely terraced dwellings, with a row of commercial premises opposite.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

At the time of writing the report, no technical highways comments had been received. The garage to the rear will be retained and no change in the number of flats or commercial premises would result from the proposal. Comments from engineers will be reported verbally at the meeting.

### **Planning Considerations**

Policies relevant to the consideration of this application are BE1 (Design of New Development), H8 (Residential Extensions) and H9 (Side Space) of the adopted Unitary Development Plan.

### **Planning History**

There is no recent and relevant planning history on the site.

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The proposed two storey extension would be sited adjacent to the flank boundary adjoining Edward Road and for this reason. The application is contrary to side space policy. The front section of the building adjoins this same boundary and it is considered that the two storey extension sited behind it would not affect the spaciousness of the street scene and the views from Green Lane. The bulk of the extension would however enclose this corner site to a greater degree and this must be assessed by Members. It is considered that although the proposal would add bulk to this corner site, the resulting structure would not be so prominent or intrusive as to warrant refusal. The harm caused to the street scene by the extension would be mitigated by the presence of the main building when viewed from all angles and it is considered that no currently open street views would be greatly affected by the extension.

The proposed dormer extension will also be highly visible from Edward Road to the rear. The dormer will sit comfortably within the roof space and it is considered that the dormer would not result in a roof feature that would dominate the host building. To the rear, the overlooking created by the presence of a dormer would not be

tangibly greater than the existing situation from the first floor rear windows of properties on Green Lane.

The proposed single storey rear extension will have a rear projection of 3.0m. The extension will result in some loss of outlook and light to the neighbouring property at No. 65 to the north. The extension will have a maximum height of 4.1m to the top of the sloped roof and this would not be excessive in bulk or rear projection, therefore the relationship with No. 65 is considered to be acceptable on balance.

The proposed ground floor extension will provide further storage space for the existing ground floor premises.

Having had regard to the above it was 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. It is therefore recommended that planning permission be granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03631, excluding exempt information.

#### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACC04  | Matching materials                       |
|   | ACC04R | Reason C04                               |
| 3 | ACK01  | Compliance with submitted plan           |

**Reason:** In the interest of the amenities of nearby residential properties and in the interest of the visual amenities of the area and to accord with Policy BE1 of the Unitary Development Plan.

#### **Reasons for granting permission:**

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

- |     |                           |
|-----|---------------------------|
| BE1 | Design of New Development |
| H8  | Residential Extensions    |
| H9  | Side Space                |

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

- (a) the impact on the character of the surrounding area
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties, including light, prospect and privacy
- (c) the spatial standards to which the area is at present developed

and having regard to all other matters raised.

## INFORMATIVE(S)

- 1 The applicant is advised that the proposed ground floor use as a sandwich shop constitutes a Class A1 use. Should the ground floor be used as a café with further seating, food consumption at the premises or hot food preparation, planning permission would be required for this.

**Application:**11/03631/FULL1

**Address:** 63 Green Lane Chislehurst BR7 6AW

**Proposal:** Part one/two storey rear extension to ground floor shop and upper floor flat to provide additional accommodation and rear dormer extension. Elevational alterations.



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# Agenda Item 5.1

## LONDON BOROUGH OF BROMLEY

Report No. DRR/12/011

PART 1 - PUBLIC

Title:	46 Stone Road, Bromley, BR2 9AU	
Decision Maker:	Plans Sub Committee No. 2	Decision Date: 2 <sup>nd</sup> February 2012
Decision Type:	Non-Urgent	Non-Executive Key
Budget/Policy Framework:	Within policy and budget	
Chief Officer:	CHIEF PLANNER	
Contact Officer:	Zoe Raggett Tel: 020 8313 4956 Email: zoe.raggett@bromley.gov.uk	
Ward:	Bromley Town	

### 1. SUMMARY

- 1.1 Planning permission was granted in 2009 under Delegated Authority under reference DC/09/02377/FULL6 but the occupier of the adjacent property has complained to the Planning Department that the property boundary as exists on site is not illustrated correctly on the approved plans. As such, a revised plan has been submitted by the applicant and it is requested that Members re-consider the planning approval.

### 2. RECOMMENDATION

- 2.1 No further action be taken

### 3. COMMENTARY

- 3.1 The application property is located on the northern side of Stone Road and the proposal constitutes a single storey side/rear extension, first floor over existing dwelling to include front and rear dormer extensions and elevational alterations including front porch.
- 3.2 The planning application was validated on the 16<sup>th</sup> September 2009 and notification letters were sent to the adjoining owners on the 23<sup>rd</sup> September 2009 with a suggested response date of 21 days after the date of the letter.
- 3.3 The proposed single storey side/rear extension would 'square-off' the original dwellinghouse at ground floor level, towards the north-western corner of the property. The width of the extension from the flank elevation measured approximately 2 metres, and the depth of the extension from the rear elevation of the original dwellinghouse measured approximately 1 metre. A front porch extension was also proposed, which projects approximately 1.25 metres forwards of the front elevation of the host dwellinghouse, and 2.35 metres in width overall. This element has a pitched roof which is of similar appearance to the pitched roofs of the front dormer extensions.
- 3.4 The second element of the proposed scheme of extensions was a first floor extension over the existing dwellinghouse to include front and rear dormer extensions. The eaves height of the original dwellinghouse was maintained, however the height of the roof was increased to allow for habitable accommodation in the roof space over the main part of the dwellinghouse. In addition a first floor was created towards the west of the dwellinghouse rather than roofspace accommodation.

- 3.5 The Local Planning Authority has a target date of 8 weeks to determine an application after the date of validation, and the target date for the determination of this application was the 11<sup>th</sup> November 2009. However planning applications may be determined once the neighbour notification period (21 days) has expired.
- 3.6 It is stated within initial correspondence sent out to adjoining owners relating to planning applications that should no comments be received within the 21 day timeframe, it will be assumed that no objections or comments will in fact be made, at which point a decision can be made. In addition, the initial letter notifying adjoining owners of applications also stated that due to the volume of correspondence received at the Council, it was not possible to inform residents, objectors, applicants or agents of meeting or decision dates.
- 3.7 In the case of this application, no representations were received within the 21 day timeframe given from the date that the letters were sent out to notify local residents of the application, and the delegated report indicated this.
- 3.8 The report recommended that permission be granted and a delegated decision was scheduled to be made on the 6<sup>th</sup> November 2009. This was 44 days after the neighbour notification letters were sent out, 5 days prior to the overall 8-week target date, and just over 7 weeks after the initial validation date, which is considered to be a standard timescale for an application to be determined.
- 3.9 All aspects of the proposal were considered, including an assessment of any possible impact that the proposed development would have on the character of the host dwelling and the amenities of the adjoining properties.
- 3.10 Since the original planning permission was granted, it has now come to light that the property boundary as indicated on the approved plans was drawn incorrectly, and the relationship between the building and the left-hand boundary as drawn and the relationship in situ are not the same.
- 3.11 The distance between the left-hand corner of the building and the property boundary as built is the same as existed prior to works commencing. In addition, Members will note that the width and size of the development that has been built on site is the same as shown on the approved plans.
- 3.12 The discrepancy that has arisen is that the boundary on the submitted plans was not drawn correctly. When the original plans were drawn up, it was assumed that the boundary was the centre line of a low-level brick wall along the boundary, whereas it appears that the wall is within the adjacent site. There is a slight step in the boundary line at the very front of the building which was not shown on the original plans.
- 3.13 The dimensions of the building and the resulting development have not altered when compared with the approved plans, and is not considered to be materially different in terms of the property boundary. Therefore the relationship of the resulting building and the neighbouring properties has not changed, nor has the separation between the host building and the neighbouring properties.
- 3.14 The impact of the incorrectly drawn boundary line has no material impact upon the overall development and whilst the situation should be regularised, it is concluded that the decision on the planning application would have been the same and permission would still have been granted having regard to the impact on the host dwelling and the amenities of the residents of the adjacent properties.
- 3.15 As a result, Members may consider that given the overall size of the approved development has not altered, the relationship of the resulting property and the adjacent property has not changed, and it is in fact the property boundary which was drawn incorrectly originally, along with the fact that all material planning considerations were taken fully into account, this amendment may be considered acceptable and it is not expedient to take any further action.

Non-Applicable Sections:	Financial, Legal and Personnel implications
Background Documents: (Access via Contact Officer)	Enforcement files containing exempt information as defined by Schedule 12a of the Local Government (Access to Information) Act 1985 are not available for public inspection.