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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 29 MARCH 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 SUBSTITUTE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 2 FEBRUARY 2012**  
(Pages 1 - 8)
- 4 PLANNING APPLICATIONS**

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

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

### SECTION 2 (Applications meriting special consideration)

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4.1	Mottingham and Chislehurst North	9 - 16	(11/03476/FULL1) - Eltham College, Grove Park Road, Mottingham.
4.2	Mottingham and Chislehurst North	17 - 28	(11/03482/FULL1) - Eltham College, Grove Park Road, Mottingham.
4.3	Cray Valley East	29 - 36	(11/03762/OUT) - North Orpington Pumping Station, East Drive, Orpington.
4.4	Bromley Common and Keston	37 - 40	(11/03856/FULL1) - 5 Narrow Way, Bromley.
4.5	Bickley	41 - 46	(11/03858/FULL1) - Shadycombe, Chislehurst Road, Chislehurst.
4.6	Clock House Conservation Area	47 - 52	(11/03864/FULL1) - 25-27 Beckenham Road, Beckenham.
4.7	Copers Cope Conservation Area	53 - 58	(12/00013/FULL3) - 4 Limes Road, Beckenham.

4.8	Bromley Town	59 - 66	(12/00022/FULL1) - 2 Bromley Common, Bromley.
4.9	Hayes and Coney Hall	67 - 76	(12/00116/FULL1) - South Gate, Layhams Road, West Wickham.
4.10	Petts Wood and Knoll	77 - 82	(12/00162/FULL1) - Johnson Court, 143B Chislehurst Road, Orpington.
4.11	Bickley	83 - 92	(12/00276/FULL1) - Little Moor, Chislehurst Road, Chislehurst.
4.12	Clock House	93 - 102	(12/00330/FULL1) - 3 Beckenham Road, Beckenham.
4.13	Copers Cope Conservation Area	103 - 106	(12/00449/CAC) - 4 Limes Road, Beckenham.

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

Report No.	Ward	Page No.	Application Number and Address
4.14	Shortlands	107 - 112	(12/00034/FULL1) - 143 Westmoreland Road, Bromley.
4.15	Farnborough and Crofton Conservation Area	113 - 118	(12/00165/MATAMD) - 3 Meadow Way, Orpington.

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

Report No.	Ward	Page No.	Application Number and Address
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**5 CONTRAVENTIONS AND OTHER ISSUES**

Report No.	Ward	Page No.	Application Number and Address
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## 6 TREE PRESERVATION ORDERS

Report No.	Ward	Page No.	Application Number and Address
6.1	Bickley	119 - 122	Objections to Tree Preservation Order 2444 at 43 Logs Hill, Chislehurst.

## 7 MATTERS FOR INFORMATION:- ENFORCEMENT ACTION AUTHORISED BY CHIEF PLANNER UNDER DELEGATED AUTHORITY

NO REPORT

## PLANS SUB-COMMITTEE NO. 2

Minutes of the meeting held at 7.00 pm on 2 February 2012

### Present:

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

### Also Present:

Councillor John Ince

## 24 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

An apology for absence was received from Councillor Reg Adams and Councillor Tom Papworth attended as his alternate.

## 25 DECLARATIONS OF INTEREST

Councillor Peter Fookes declared a prejudicial interest in Item 4.1 and Councillor Alexa Michael declared a prejudicial interest in Item 4.9.

## 26 CONFIRMATION OF MINUTES OF MEETING HELD ON 8 DECEMBER 2011

**RESOLVED** that the Minutes of the meeting held on 8 December 2011 be confirmed and signed as a correct record.

## 27 PLANNING APPLICATIONS

### SECTION 1

(Applications submitted by the London Borough of Bromley)

### 27.1 PENGE AND CATOR

**(11/03035/FULL1) - Melvin Hall, Melvin Road, Penge.**

Description of application - Replacement aluminium windows.

Members having considered the report, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Chief Planner.

**SECTION 2**

(Applications meriting special consideration)

**27.2  
BROMLEY COMMON AND  
KESTON  
CONSERVATION AREA**

**(11/03214/FULL6) - 55 Forest Drive, Keston.**

Description of application - 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.

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 reasons set out in the report of the Chief Planner.

**27.3  
BICKLEY**

**(11/03300/OUT) - 15 Bickley Road, Bickley.**

Description of application - 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.

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 19 January 2012.  
Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions and informative set out in the report of the Chief Planner.

**27.4  
FARNBOROUGH AND  
CROFTON**

**(11/03374/FULL6) - 15 Starts Hill Avenue, Orpington.**

Description of application - Part one / two storey front, side and rear extension.

Oral representations in support of the application were received at the meeting.  
Members having considered the report, objections and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions and informative set out in the report of the Chief Planner with a further condition:-

“8. Before the development hereby permitted is first commenced, details of measures to enhance the existing flank boundary treatment shall be submitted to and approved by the Local Planning Authority and the approved measures shall be implemented before the development is first occupied and maintained as such 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.”

**27.5  
BROMLEY COMMON AND  
KESTON**

**(11/03468/FULL1) - Courtways, Holwood Park Avenue, Orpington.**

Description of application - Demolition of existing dwelling house and garage and erection of a two storey seven bedroom house with accommodation in roofspace, integral garage and resiting of outside swimming pool.

Oral representations in support of the application were received at the meeting. Objections from the Tree Officer were reported.

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 an additional reason:-

2. The proposal is likely to prejudice the retention and well-being of existing boundary trees which make an important contribution to the character of the Keston Park Conservation Area and would thereby be contrary to Policies BE1, NE7, BE11 and BE16 of the Unitary Development Plan and the Supplementary Planning Guidance for the Conservation Area.

**27.6  
ORPINGTON**

**(11/03483/FULL6) - 96 Eton Road, 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 GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Chief Planner.

**27.7  
CRYSTAL PALACE**

**(11/03534/FULL1) - 175 Anerley Road, Penge, London, SE20.**

Description of application - 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.

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

Members having considered the report, objections and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions and informatives set out in the report of the Chief Planner.

**27.8  
BROMLEY COMMON AND  
KESTON**

**(11/03725/CAC) - Courtways, Holwood Park Avenue, Orpington.**

Description of application - Demolition of existing dwelling CONSERVATION AREA CONSENT.

Oral representations in support of the application were received at the meeting. Objections from the Tree Officer were reported.

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.

**SECTION 3**

(Applications recommended for permission, approval or consent)

**27.9  
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 doctors 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. It was reported that Ward Member, Councillor Will Harmer, had withdrawn his objection to the application.

Members having considered the report, objections and representations, **RESOLVED THAT THE APPLICATION BE APPROVED**, as recommended, for the reasons and subject to the conditions set out in



the report of the Chief Planner with a further condition:-

“9. Details of a “drop off” area for patients of the practice, which shall be within the existing on-site car park and shall include appropriate signage to complement that required by Condition 5, shall be submitted to and approved in writing by the Local Planning Authority and the details shall subsequently be implemented before the additional doctors occupy the premises and shall be maintained as such thereafter.

REASON: In the interests of pedestrian and vehicular safety and to comply with Policy T18 of the Unitary Development Plan.”

**27.10  
PENGE AND CATOR**

**(11/03026/FULL1) - 149 Maple Road, Penge, SE20.**

Description of application - 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.

**THIS REPORT WAS WITHDRAWN BY THE APPLICANT**

**27.11  
WEST WICKHAM**

**(11/03339/FULL6) - Merivale, The Avenue, West Wickham.**

Description of application - First floor side extension.

Members having considered the report, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Chief Planner.

**27.12  
BROMLEY TOWN**

**(11/03346/FULL6) - 76 Coniston Road, Bromley.**

Description of application - Two storey side extension.

Members having considered the report, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Chief Planner.

**27.13  
CRAY VALLEY WEST**

**(11/03414/ADV) - The Broomwood, Sevenoaks Way, Orpington.**

Description of application - Internally illuminated and non-illuminated freestanding and directional signs, including height restrictor and parking bay signs.

Oral representations from Ward Member, Councillor

John Ince, in support of the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED THAT ADVERTISEMENT CONSENT BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**27.14  
DARWIN  
CONSERVATION AREA**

**(11/03415/FULL1) - Pavilion & Public Conveniences, Cudham Recreation Ground, Cudham Lane South, Cudham, Sevenoaks.**

Description of application - Single storey side and rear extensions to pavilion, decking with timber balustrade and elevational alterations.

It was noted that Cudham Sports Association was the name of the Applicant that had been omitted from the report of the Chief Planner.

Members having considered the report, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Chief Planner.

**27.15  
CRAY VALLEY WEST**

**(11/03417/ADV) - The Broomwood, Sevenoaks Way, Orpington.**

Description of application - 5 internally illuminated fascia signs.

Oral representations from Ward Member, Councillor John Ince, in support of the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED THAT ADVERTISEMENT CONSENT BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**27.16  
CRAY VALLEY WEST**

**(11/03426/ADV) - The Broomwood, Sevenoaks Way, Orpington.**

Description of application - 8m high internally illuminated freestanding totem sign fronting Sevenoaks Way.

Oral representations from Ward Member, Councillor John Ince, were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED THAT THE APPLICATION BE DEFERRED** without prejudice to any future consideration to seek a reduction in the height of the sign to match the height of the existing

Broomwood pub sign, and, if appropriate, to be determined under the Chief Planner's delegated authority.

**27.17  
PENGE AND CATOR**

**(11/03525/FULL1) - Penge Police Station, 175 High Street, Penge, London, SE20.**

Description of application amended to read, "Elevational alterations and conversion of former stable block to 1 one bedroom dwelling with associated car parking space and new entrance gates and wall."

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

Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions and informative set out in the report of the Chief Planner.

**27.18  
PENGE AND CATOR**

**(11/03600/FULL3) - 2 - 4 Raleigh Road, Penge, London, SE20.**

Description of application - 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.

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

Members having considered the report, objections and representations, **RESOLVED** that the application **BE DEFERRED** without prejudice to any future consideration to seek a reduction in the number of units to 4 two bedroom flats.

**27.19  
CHISLEHURST**

**(11/03631/FULL1) - 63 Green Lane, Chislehurst.**

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

Members having considered the report, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions and informative set out in the report of the Chief Planner.

**28 CONTRAVENTIONS AND OTHER ISSUES**

**28.1  
BROMLEY TOWN**

**(DRR/12/011) - 46 Stone Road, Bromley.**

Members having considered the report, **RESOLVED**  
**that NO FURTHER ACTION BE TAKEN.**

The Meeting ended at 8.25 pm

Chairman

## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03476/FULL1

**Ward:**  
**Mottingham And Chislehurst  
North**

**Address :** Eltham College Grove Park Road  
Mottingham London SE9 4QF

**OS Grid Ref:** E: 541794 N: 172968

**Applicant :** Eltham College

**Objections : NO**

### **Description of Development:**

Single and two storey temporary buildings for classroom accommodation and sixth form common room during redevelopment of part of school

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Chain  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
London Distributor Roads  
Metropolitan Open Land  
Tree Preservation Order

### **Proposal**

- 11 temporary classrooms including a WC Block and Sixth Form centre within single and two storey modular buildings on the periphery of the adjacent College playing fields to enable its continuing operation during the construction of the new classroom block and Sixth Form Centre without undue disruption
- temporary classrooms will be removed following completion of development and the playing pitches will be reinstated
- proposal involves temporary loss of use of 1st XI cricket square, an area of the 2nd XV rugby pitch and part of the hockey training pitch – this will be mitigated through enhancement of 2 existing cricket squares and establishment of a new rugby pitch on recently acquired London Marathon Playing Fields, whilst the reduction in size of the hockey training pitch will not materially affect its use.

The temporary buildings will be inappropriate development in Metropolitan Open Land (MOL) and the applicant has set out 'very special circumstances' to justify inappropriate development as follows:

- classrooms will only be provided on site for a temporary three year period
- playing pitches will be reinstated to their original condition (or better) following construction of new permanent buildings
- temporary classrooms will have a limited short term impact on outdoor sport and recreation uses undertaken on the playing fields and the college will compensate for this loss
- wider playing field provision under Eltham College ownership is presently being enhanced for the benefit of the college and the wider community which will help consolidate and improve the core educational offer thereby indirectly supporting continued investment and improvement in playing pitch provision
- temporary accommodation will significantly reduce operational and environmental disturbance during the construction period through removing the need to travel to off-site educational floorspace.

The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Headmaster's Sporting Philosophy Statement
- Bursar's Statement on Playing Field's Development Impacts and Mitigation.

#### Site and Surroundings

- College is set within extensive grounds at the northern limits of the Borough to the south of the A20
- site borders Lewisham to the west and Greenwich is a short distance to the east
- there is suburban housing to the north and east whilst the College playing fields, which are designated MOL, lie to the west and south
- built campus is confined to an area west of the junction of Mottingham Lane and Grove Park Road and is centred around Fairy Hall, a locally listed building which dates from circa 1700, and has developed incrementally over the centuries
- buildings behind Fairy Hall surround an internal courtyard which features a lawn and large sculptures – former gymnasium building and Jubilee Block form the north western section of this enclosure
- site of the proposed temporary classrooms falls within MOL
- school playing fields form part of the South East London Green Chain and the site lies within an Area of Archaeological Significance.

#### Comments from Local Residents

Nearby residents were notified of the application and no representations were received.

## **Comments from Consultees**

- English Heritage (Archaeology) – no objections
- Metropolitan Police Crime Prevention Design Adviser – no objections
- Thames Water - no objections
- Drainage – no objections
- Highways – no objections
- Sport England – no objections

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

## **Planning History**

There is an extensive planning history relating to the existing school facilities. Planning permission was granted in 2009 for a two storey detached educational art building with single storey link building to provide a new arts facility which is currently under construction (refs. 09/02240, 10/02442 and 10/03221).

Planning permission was granted in March 2012 for a replacement single storey pavilion / changing rooms building (ref. 11/03489).

## **Planning Considerations**

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

### **UDP**

- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- G2 Metropolitan Open Land
- G7 South East London Green Chain
- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- C7 Education and Pre-School facilities

### **London Plan**

- 3.18 Education Facilities
- 3.19 Sports Facilities:
  - 7.2 An inclusive environment
  - 7.3 Designing out crime
  - 7.4 Local character
  - 7.6 Architecture
  - 7.8 Heritage Assets and Archaeology
  - 7.17 Metropolitan Open Land
  - 7.18 Protecting Local Open Space and Addressing Local Deficiency.

## **Conclusions**

The main issues relating to the application are as follows:

- impact on the character of the area and on the amenities of the occupants of nearby residential properties
- impact on the openness and visual amenities of the MOL and whether very special circumstances have been demonstrated to justify inappropriate development on MOL.

The proposed modular buildings will occupy the site on a temporary basis and the applicant has set out a convincing argument that very special circumstances exist to justify inappropriate development in MOL including the operational and educational benefits of the accommodation being provided on-site. The vast majority of the school's 25 acre site comprises playing fields and the applicant has set out a mitigation strategy to address the loss of the sports pitches whilst the temporary buildings are in place. It is considered that there will be no detrimental impact resulting from the loss of sports pitches as a result of the proposal. The temporary buildings will not be particularly visible from the surrounding area whilst their siting will not result in any undue harm to the residential amenities of the occupants of nearby dwellings. The proposal is considered acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03476, 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 | ACH16<br>ACH16R | Hardstanding for wash-down facilities<br>Reason H16  |
| 3 | ACH27<br>ACH27R | Arrangements for construction period<br>Reason H27   |
| 4 | ACH29<br>ACH29R | Construction Management Plan<br>Reason H29   |
| 5 | ACI21<br>ACI21R | Secured By Design<br>I21 reason  |
| 6 |                 | No later than three years from the grant of permission the development hereby permitted and other associated structures shall be removed from the site. Within 3 months of removal the playing field land shall be reinstated to a playing field to a quality at least equivalent quality or a condition fit for use as a playing field or in accordance with 'Natural Turf for Sport' Sport England 2000. |

**Reason:** In the interests of the openness and visual amenities of Metropolitan Open Land and to ensure adequate provision of playing fields and to comply with Policies G2 of the Unitary Development Plan.

### **Reasons for permission:**

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



UDP

- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- G2 Metropolitan Open Land
- G7 South East London Green Chain
- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- C7 Education and Pre-School facilities

London Plan

- 3.18 Education Facilities
- 3.19 Sports Facilities:
  - 7.2 An inclusive environment
  - 7.3 Designing out crime
  - 7.4 Local character
  - 7.6 Architecture
  - 7.8 Heritage Assets and Archaeology
  - 7.17 Metropolitan Open Land
  - 7.18 Protecting Local Open Space and Addressing Local Deficiency.

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

- (a) the relationship of the development to adjacent property
- (b) the character of the development in the surrounding area including the South East London Green Chain
- (c) the impact of the proposal on the openness and visual amenities of the Metropolitan Open Land
- (d) the need for very special circumstances to justify inappropriate development in Metropolitan Open Land
- (e) the impact on the amenities of the occupiers of adjacent and nearby properties
- (f) the safety and security of buildings and the spaces around them
- (g) accessibility to buildings
- (h) the transport policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 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: In order to ensure that the surface water discharge from the site is not 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 their website at [www.thameswater.co.uk](http://www.thameswater.co.uk)
- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres per minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

**Application:**11/03476/FULL1

**Address:** Eltham College Grove Park Road Mottingham London SE9 4QF

**Proposal:** Single and two storey temporary buildings for classroom accommodation and sixth form common room during redevelopment of part of school



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03482/FULL1

**Ward:**  
**Mottingham And Chislehurst  
North**

**Address :** Eltham College Grove Park Road  
Mottingham London SE9 4QF

**OS Grid Ref:** E: 541794 N: 172968

**Applicant :** Eltham College

**Objections :** YES

### **Description of Development:**

Three storey block comprising classrooms and sixth form accommodation

Key designations:

Areas of Archeological Significance

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

Green Chain

London City Airport Safeguarding

London City Airport Safeguarding Birds

Metropolitan Open Land

Tree Preservation Order

### **Proposal**

- Demolition of the existing two storey Jubilee classroom block, former swimming pool and gymnasium building (which currently provide twelve classrooms and a sixth form centre) and 2 temporary classroom buildings
- erection of three storey replacement block providing 21 classrooms and a new sixth form centre in the same general location to the north western corner of the existing quadrangle with a projecting limb over the area currently occupied by temporary classrooms to the west
- proposal will result in a net increase of 1,546m<sup>2</sup> of gross internal floorspace compared to the buildings to be demolished / removed
- following accommodation will be provided within the classroom block:
  - o 2 Music classrooms
  - o 7 Maths classrooms and departmental office
  - o 7 Modern Foreign Language classrooms and departmental office
  - o 3 classrooms for Latin and Economics with office
  - o individual teaching room

- o seminar / function room facing balcony
  - o ICT suite
  - o sports viewing terraces and balconies
- following accommodation will be provided within the Sixth Form Block:
    - o Sixth Form Centre study area with dedicated WC facilities
    - o Sixth Form Centre recreational / café area with servery and lockers
    - o 2 Sixth Form offices
    - o seminar and private study areas
    - o computer server room
    - o plant rooms
    - o toilet facilities for pupils and staff
  - buildings will be linked at the north-west corner of the quadrangle but have been designed as separate structures to diffuse their bulk and mass whilst the upper storeys are set back at various points to break up and add interest to the elevations
  - building will be set back at second floor level adjacent to the residential properties on Mottingham Lane to reduce the impact on these dwellings - a flat roof area will be provided and the application states that there will be no access to this area other than for maintenance purposes
  - application states that:
    - o improved facilities will fulfil the same educational functions and will not intensify the educational activity on site
    - o proposal reflects College's aim to provide 21st Century educational accommodation
    - o scheme seeks to capture features of adjacent buildings to provide design integrity and interest and to contribute to the special interest of the locally listed Fairy Hall.

The application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement
- Heritage Statement
- Construction Management Plan
- Archaeological Statement
- Stage One Habitat Survey
- Habitat Bat Emergence Survey
- Tree Survey
- Arboricultural Development Report
- Energy Statement
- Surface Water and Foul Drainage Assessment
- Headmaster's Statement on New teaching Block and Sixth Form Centre
- Headmaster's Statement on Justification of Additional Floor Space.

The application sets out a justification for the proposal which includes the following points:

- emphasis of curriculum has shifted from arts or social science based subjects to mathematics and the three sciences
- number of Sixth Form subjects has increased from 17 to 25 and from 3 A-levels to 4 AS levels per pupil
- increased emphasis on foreign languages in recent years – Latin has been taught for 12 years in two temporary classrooms whilst Spanish, Russian and Mandarin have been introduced to the curriculum in recent years
- pressure on rooms means that subjects are frequently taught in spaces not designated or resourced for those subjects
- existing classrooms are inefficient for the type of teaching delivered by the College due to awkward configuration for multi-activity work and lack of suitability for interactive white boards
- temporary classrooms have little sound or thermal insulation and suffer from uncontrolled solar gain
- Jubilee Block is highly inefficient in terms of heat retention and energy generation
- Sixth form centre has no study area and limited catering and toilet facilities and is difficult to keep warm in winter and cool in summer
- higher education is moving towards Virtual Learning Environments involving more electronic communication requiring more extensive computer access
- Sixth Form students now expect more recreational and social facilities for use during non-taught time
- College is committed to providing the highest levels of independent education and must continue to remain competitive - it is imperative that it can offer pupils high quality accommodation across the curriculum.

The Design and Access Statement includes details of pre-application community consultation which resulted in revisions to the scheme including stepping back of the northern elevation of the new Sixth Form Centre at second floor level to reduce to reduce its visual impact and overshadowing. It is stated that the revisions ensured that the daylight and sunlight to the rear garden amenity areas of Littleholme and Burmill will meet Building and Research Establishment (BRE) guidelines for sunlight and daylight normally applicable to habitable rooms. It is further stated that the revision will create the opportunity for a planted terrace to soften the visual impact of the upper storeys of the building.

The application is accompanied by a Heritage Statement which concludes as follows:

- proposals involve the loss of some historic fabric in the pool and gymnasium buildings, and a classroom block from the 1960s which in some ways (e.g. layout and construction methods) typified its era and made a contextually appropriate western enclosure to the courtyard behind Fairy Hall, however this loss is greatly outweighed by the beneficial effects of the replacement buildings

- replacement buildings have been carefully designed in terms of massing and materials to enhance the courtyard as well as aspect from the sports pitches and the northern pathway
- proposals will increase visual interest whilst continuing themes and materials from previous eras of construction at the College - new focus and improvements in general amenity will greatly enhance the experience of both the heritage asset itself and the site as a whole.

### Site and Surroundings

- College is set within extensive grounds at the northern limits of the Borough to the south of the A20
- site borders Lewisham to the west and Greenwich is a short distance to the east
- College buildings are surrounded by suburban housing to the north and east whilst the College playing fields, which are designated MOL, lie to the west and south
- built campus is confined to an area west of the junction of Mottingham Lane and Grove Park Road and is centred around Fairy Hall, a locally listed building which dates from circa 1700, and has developed incrementally over the centuries
- buildings behind Fairy Hall surround an internal courtyard which features a lawn and large sculptures – former gymnasium building and Jubilee Block form the north western section of this enclosure
- school playing fields form part of the South East London Green Chain and the site lies within an Area of Archaeological Significance.

### **Comments from Local Residents**

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

- scheme should have architectural merit – new art block has none
- overbearing visual impact from Bermil and Littleholme
- loss of light / overshadowing at Bermil and Littleholme including loss of light to vegetable plot at Littleholme
- loss of outlook from Bermil and Littleholme
- loss of privacy at Bermil

### **Comments from Consultees**

- English Heritage (Archaeology) – no objections
- Thames Water - no objections
- Drainage – no objections
- Metropolitan Police Crime Prevention Design Adviser – no objections
- Highways – no objections
- Greenwich Council – no objections
- Ecology – no objections
- Sustainable Development and Renewable Energy – no objections.



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

## **Planning History**

There is an extensive planning history relating to the existing school facilities. Planning permission was granted in 2009 for a two storey detached educational art building with single storey link building to provide a new arts facility which is currently under construction (refs. 09/02240, 10/02442 and 10/03221).

Planning permission was granted in March 2012 for a replacement single storey pavilion / changing rooms building (ref. 11/03489).

## **Planning Considerations**

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

### UDP

- T1 Transport Demand
- T5 Access for People with Restricted Mobility
- NE5 Protected Species
- NE7 Development and trees
- BE1 Design of New Development
- BE7 Railings, Boundary Walls and other means of enclosure
- BE10 Locally Listed Buildings
- BE16 Ancient Monuments and Archaeology
- G6 Land adjoining Green Belt or Metropolitan Open Land
- G7 South East London Green Chain
- C7 Education and Pre-School facilities

### London Plan

- 3.18 Education Facilities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Monoxide emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.11 Green Roofs and Development Site Environs
- 5.13 Sustainable Drainage
- 6.3 Assessing effects on Transport Capacity
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodlands.

The proposal is acceptable in terms of its impact on trees.

## Conclusions

The main issues relating to the applications are as follows:

- impact on the character of the area and on the amenities of the occupants of nearby residential properties
- impact on the setting of the Locally Listed Fairy Hall
- highways implications.

The applicant has set out a convincing case that the proposed facilities are necessary for the school to meet modern educational requirements. The existing 1960s Jubilee block is undistinguished whilst the former swimming pool building has been substantially altered and neither building is of sufficient architectural interest to warrant their retention. The replacement buildings will be greater in footprint, floorspace and height than their predecessors but are well designed and respond well in terms of massing and orientation to the quadrangle and other buildings in the complex. The existing north wing of the courtyard is approx. 7m to eaves and 9.4m to the ridge of the roof whilst the east wing is approx. 8.8m to the eaves and 13.5m to the ridge of the roof. The proposed buildings will be approx. 11.8m high to the highest parapet and approx. 13.3m high to the ridges of the roof. The elevations of the buildings have been broken up through their detailing which adds interest and detracts from any impression of bulk. It is considered that the buildings will complement the historic interest of Fairy Hall.

Objections have been received from the occupants of Littleholme and Burmill regarding loss of light, outlook and privacy and the visual impact of the building. The rear elevation of Littleholme is approx. 48m from the boundary shared with the college. The rear elevation of Bermil is approx. 60m from the college boundary whilst the rear boundary of Bermil is approx. 34m from the college boundary. The proposed building will occupy the same general position as the building it replaces in respect of proximity to the boundary. The applicant revised the scheme following pre-application consultation with the occupants of Littleholme and Burmill to ensure that the daylight and sunlight to the rear gardens of these properties will meet Building and Research Establishment (BRE) guidelines for sunlight and daylight normally applicable to habitable rooms. The application is also accompanied by a sunpath analysis which demonstrates that the overshadowing that will occur can be considered acceptable. The applicant has indicated that soft landscaping will be used on the flat roof area at second floor level to soften the impact of the building and this can be secured through a landscaping condition. The applicant has also indicated that the flat roof area will not be used as a balcony and will only be accessed for maintenance purposes. A condition preventing recreational use of the roof area and therefore overlooking is proposed. The proposed windows at first floor level will be obscure glazed to prevent overlooking. It is considered that the proposal will not result in an unacceptable impact on neighbouring residential properties.

The applicant has confirmed that the proposals will result in no intensification of the use of the site and therefore there will be no highways implications beyond the construction stage. The construction impacts of the development have been addressed through the Construction Management Plan.

The proposal is considered acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03482, 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     ACB13        Trees - excavation by hand (a)  
      ACB13R      Reason B13
- 5     ACB18        Trees-Arboricultural Method Statement  
      ACB18R      Reason B18
- 6     ACC01        Satisfactory materials (ext'n'l surfaces)  
      ACC01R      Reason C01
- 7     ACC03        Details of windows  
      ACC03R      Reason C03
- 8     ACD02        Surface water drainage - no det. submitt  
      ADD02R      Reason D02
- 9     ACD06        Sustainable drainage system (SuDS)  
      ADD06R      Reason D06
- 10    ACH16        Hardstanding for wash-down facilities  
      ACH16R      Reason H16
- 11    ACH27        Arrangements for construction period  
      ACH27R      Reason H27
- 12    ACH29        Construction Management Plan  
      ACH29R      Reason H29
- 13    ACI21        Secured By Design  
      ACI21R      I21 reason
- 14    ACK05        Slab levels - no details submitted  
      ACK05R      K05 reason
- 15    ACL01        Energy Strategy Report  
      ADL01R      Reason L01
- 16    The proposed first floor windows facing the northern boundary of the site with the residential properties on Mottingham Lane shall be obscure glazed and fixed shut.  
**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.
- 17    The second floor flat roof area facing the northern boundary of the site with the residential properties on Mottingham Lane shall not be used as a balcony or sitting out area and there shall be no access to this roof area except for maintenance purposes.  
      ACI14R      I14 reason (1 insert)   BE1

18 Prior to the commencement of development details of the gate restricting access to the second floor flat roof area facing the northern boundary of the site with the residential properties on Mottingham Lane shall be submitted to and approved in writing by the Local Planning Authority. The approved gate shall be kept locked shut at all times except when the flat roof area is being accessed for maintenance purposes.

ACI14R I14 reason (1 insert) BE1

19 Prior to the commencement of development details of on-site car parking for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plans and to ensure adequate on-site car parking during the construction period.

### **Reasons for permission:**

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

#### UDP

- T1 Transport Demand
- T5 Access for People with Restricted Mobility
- NE5 Protected Species
- NE7 Development and trees
- BE1 Design of New Development
- BE7 Railings, Boundary Walls and other means of enclosure
- BE10 Locally Listed Buildings
- BE16 Ancient Monuments and Archaeology
- G6 Land adjoining Green Belt or Metropolitan Open Land
- G7 South East London Green Chain
- C7 Education and Pre-School facilities

#### London Plan

- 3.18 Education Facilities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Monoxide emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.11 Green Roofs and Development Site Environs
- 5.13 Sustainable Drainage
- 6.3 Assessing effects on Transport Capacity
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.19 Biodiversity and access to nature
- 7.21 Trees and Woodlands.

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

- (a) the relationship of the development to adjacent property
- (b) the character of the development in the surrounding area including the South East London Green Chain
- (c) the impact of the proposal on the openness and visual amenities of the adjacent Metropolitan Open Land
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the impact on the setting of the locally listed Fairy Hall
- (f) the safety and security of buildings and the spaces around them
- (g) accessibility to buildings
- (h) the design policies of the development plan
- (i) the transport policies of the development plan
- (j) the energy efficiency and sustainable development policies of the Development Plan

and having regard to all other matters raised.

#### INFORMATIVE(S)

- 1 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 Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
- 3 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local

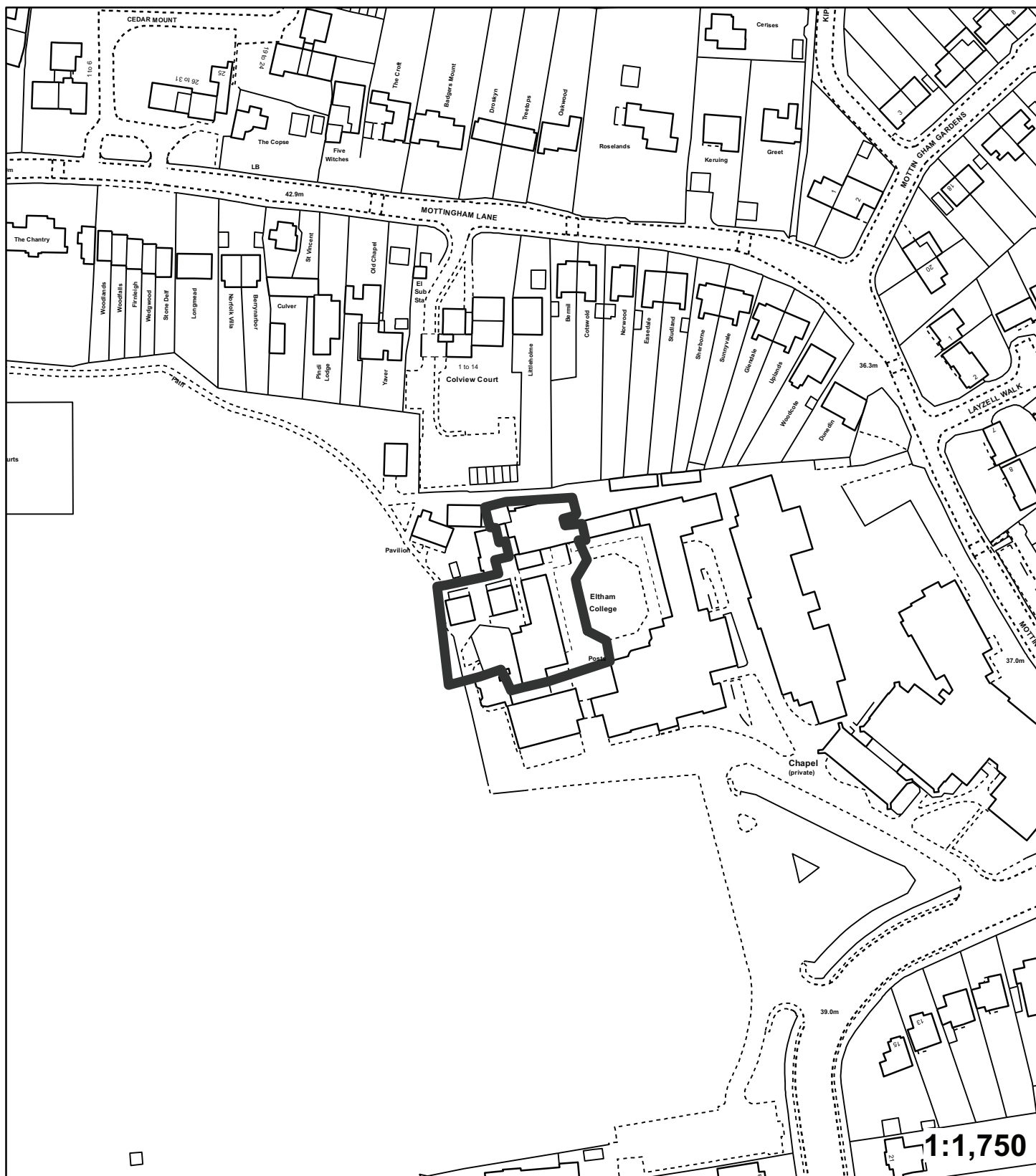
watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 0203 577 9963.

- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

**Application:**11/03482/FULL1

**Address:** Eltham College Grove Park Road Mottingham London SE9 4QF

**Proposal:** Three storey block comprising classrooms and sixth form accommodation



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## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03762/OUT

**Ward:**  
Cray Valley East

**Address :** North Orpington Pumping Station East  
Drive Orpington

**OS Grid Ref:** E: 546496 N: 167282

**Applicant :** Kennet Properties Limited

**Objections :** YES

### **Description of Development:**

9 terraced houses with garages and access road from East Drive. OUTLINE APPLICATION

Key designations:

Areas of Archeological Significance

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

London City Airport Safeguarding

### **Proposal**

- The current application seeks outline planning approval for 9 terraced houses and access road from East Drive.
- Approval is sought for access only and matters relating to appearance, landscaping, layout and scale are reserved for later consideration. The plans associated with the current application, with the exception of the access siting plans, are therefore for illustrative purposes only, although the overall parameters of the development in terms of layout, upper and lower limits and lengths of the buildings within the site boundary will be as included in the plans.

### **Location**

- The application site is located to the south east of East Drive and currently forms part of the North Orpington Pumping Station.
- The land measures approximately 0.25 hectares and is a mainly open, grassed area.
- The pumping station remains in use and is located to the south west of the application site.
- To the north east of the site runs a public footpath with East Drive to the north west and Bridge Road to the south east.

- The surrounding area is characterised by semi-detached and terraced family dwellings.

### **Comments from Local Residents**

Nearby properties were notified and at the time of writing this report 8 individual representations were received from residents in East Drive, Bridge Road, Glendower Crescent and Oakdene Road which can be summarised as follows:

- inadequate access from East Drive
- proposed two and three storey properties will be out of character
- small gardens will lead to local children attracted to cul de sac
- loss of green space will take away semi-rural nature of area
- service vehicles will not be able to access the site
- more vehicles parked on the surrounding roads
- trees will shield alleyway – making anti-social behaviour worse
- proposals are attractive and well thought through
- enhance pedestrian link between East Drive and Bridge Road
- improvements to footway should be funded by developer
- loss of views
- loss of habitats for animals
- insufficient parking for the number of houses on the site
- more traffic during peak hours
- risk of contamination
- noise and nuisance
- loss of important trees
- loss of privacy for local residents
- site is too small for 9 houses
- other parts of the site would be better equipped for development
- overdevelopment
- overlooking into private gardens
- danger for pedestrians using footpath due to ice and snow

A petition was submitted prior to the application being submitted in response to pre-application consultation by the applicant. 153 signatures were received in objection to the proposal. Objections include (but are not limited to):

- loss of privacy
- inadequate access and lack of access for refuse collection vehicles
- loss of green space – loss of semi-rural character

### **Comments from Consultees**

- English Heritage have commented that no archaeological fieldwork need be undertaken prior to determination of the planning application. A condition relating to a programme of archaeological work has been suggested.
- The Highways Drainage Engineers have requested that standard conditions D02 and D06 be attached to any permission. They have also commented

that the site is suitable for an assessment for a SUDs scheme and that Greenfield run-off rate is required for the site.

- The Crime Prevention Design advisor has suggested a condition requiring that the development achieves Secure By Design accreditation.
- Environmental Health have raised no objections and suggest standard condition K09 in relation land contaminants be attached to any permission.
- The Council's waste advisors have raised no objections to the proposal.
- The Council's Highways Engineers have commented that there were previously concerns that overflow parking would take place on the narrow section of East Drive. However, if a total of 20 open car parking spaces were provided on the site, the necessity of parking outside of the site would be greatly reduced. Parking is in excess of that shown in the UDP and there would be no objections to the proposal.

### **Planning Considerations**

The proposal falls to be determined with particular regard to Policies BE1, BE16, H1,H7, NE7, T3, T11, and T18 of the adopted Unitary Development Plan.

In strategic terms the most relevant London Plan policies are:

Policy 3A.1 Increasing London's Supply of Housing  
Policy 3A.3 Maximising the Potential of Sites  
Policy 4A.3 Sustainable design and construction  
Policies 4B.1 Design principles for a compact city  
Policy 4B.8 Respect local context and communities

Central Government advice contained in PPS1 'Delivering Sustainable Development' and Planning Policy Statement 3 'Housing' are also relevant in the determination of the current application.

### **Planning History**

There is no relevant 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 proposed access to the site.

As the site has no designation in the Unitary Development Plan that would prevent development in principle, a residential proposal would appear to be the most appropriate in planning terms given the character of the surrounding area. Members will therefore need to consider the principle of a residential use of the site and the details of this particular scheme, including the quantum of development.

The proposal involves frontage development along a new access road from East Drive with parking along the northern side of the site. The development is shown to

be comparable in height to the nearby properties although these details are purely illustrative and would need to be controlled by condition. In this respect, Members will also need to consider the number of storeys that would be appropriate in the circumstance.

With regard to the impact of the proposal on the residential amenity, the development is set approximately 13 metres away from adjoining properties to the north east and the front elevations will face the flank elevations and rear gardens of No. 79 East Drive and 66 Bridge Road. Given the siting and separation distances, these two properties will be the most affected by the development and Members will need to consider carefully the effects that the scheme is likely to have on them. As the application is for outline planning permission, the flank windows and the internal layout of the proposed dwellings are not shown. However, careful design of the dwellings and landscaping of the site at details pursuant stage should help to address any issues of overlooking and reduce any visual impact or loss of prospect.

The density equates to approximately 36 units/hectare, falling outside the ranges of 50-80u/ha set out in the matrix (if that interpretation is accepted). However, the housing in the surrounding area is not at a higher density and it is considered that the proposal would reflect the character and density of the built form in this particular area.

A total of 20 car parking spaces are proposed which exceeds the Council's maximum standards. In this particular case, it is recognised that were planning permission granted for 9 new dwellings without sufficient car parking, there may be issues with on-street parking on surrounding roads. It is for this reason that parking spaces in excess of those described in the Council's parking standards would be necessary. In terms of access onto the site, concerns were initially raised by the Highways division with regard to the part of East Drive directly adjacent to the entrance to the site being too narrow for service vehicles if cars were parked on this part of the road. Proposed integral garages at the site also caused concern as although these are parking spaces, in reality, they may not be used for such purpose and therefore further on-street parking may occur to the detriment of highway safety. However, revised details dated 14th March 2012 show 20 open parking spaces which is considered to be acceptable and it is suggested that a condition ensuring 20 open parking spaces at the site be attached to any permission.

If Members are satisfied with the principle of the development and the access proposed, other matters will need to be assessed through details pursuant application(s). On the basis of the revised parking layout and assessing the application purely on access and the principle of development, it is recommended that planning permission is granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03762, excluding exempt information.

as amended by documents received on 14.03.2012

## RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA02 Details req. pursuant outline permission appearance,  
landscaping, layout and scale  
ACA02R Reason A02
- 2 ACA07 Boundary enclosure - no detail submitted  
ACA07R Reason A07
- 3 ACB16 Trees - no excavation  
ACB16R Reason B16
- 4 ACB18 Trees-Arboricultural Method Statement  
ACB18R Reason B18
- 5 ACD02 Surface water drainage - no det. submitt  
ADD02R Reason D02
- 6 ACD04 Foul water drainage - no details submitt  
ADD04R Reason D04
- 7 ACD06 Sustainable drainage system (SuDS)  
ADD06R Reason D06
- 8 ACH01 Details of access layout (2 insert)  
ACH01R Reason H01
- 9 ACH04 Size of parking bays/garages  
ACH04R Reason H04
- 10 ACH08 Details of turning area  
ACH08R Reason H08
- 11 ACH16 Hardstanding for wash-down facilities  
ACH16R Reason H16
- 12 ACH17 Materials for estate road  
ACH17R Reason H17
- 13 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 14 ACH23 Lighting scheme for access/parking  
ACH23R Reason H23
- 15 ACH29 Construction Management Plan  
ACH29R Reason H29
- 16 ACH32 Highway Drainage  
ADH32R Reason H32
- 17 ACI02 Rest of "pd" Rights - Class A, B,C and E  
**Reason:**
- 18 ACI21 Secured By Design  
ACI21R I21 reason
- 19 ACK05 Slab levels - no details submitted  
ACK05R K05 reason
- 20 ACK09 Soil survey - contaminated land  
ACK09R K09 reason
- 21 Before any work is commenced, details of at least 20 open parking spaces and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land hereby permitted and shall thereafter be kept available for such use. No development whether

permitted by the Town and Country Planning (General Permitted Development Order) or not, shall be carried out on the land or parking spaces indicated or in such a position as to preclude vehicular access to the said open parking spaces.

ACH02R Reason H02

- 22 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

**Reason:** In order to protect the archaeological importance of the site and to comply with Policy BE16 of the Unitary Development Plan.

- 23 No part of any new structure on the site shall exceed 9.5 metres in height from existing ground level.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

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

BE1 Design of New Development  
BE16 Ancient Monuments and Archaeology  
H1 Housing Supply  
H7 Housing Density and Design  
NE7 Development and Trees  
T3 Parking  
T11 New Accesses  
T18 Road Safety

In strategic terms the most relevant London Plan policies are:

3A.1 Increasing London's Supply of Housing  
3A.3 Maximising the Potential of Sites  
4A.3 Sustainable design and construction  
4B.1 Design principles for a compact city  
4B.8 Respect local context and communities

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

- (a) the relationship of the development to adjacent properties
- (b) the character of the development in the surrounding area
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties
- (d) the impact on pedestrian and vehicular safety
- (e) the transport policies of the UDP
- (f) the housing policies of the UDP

and having regard to all other matters raised.

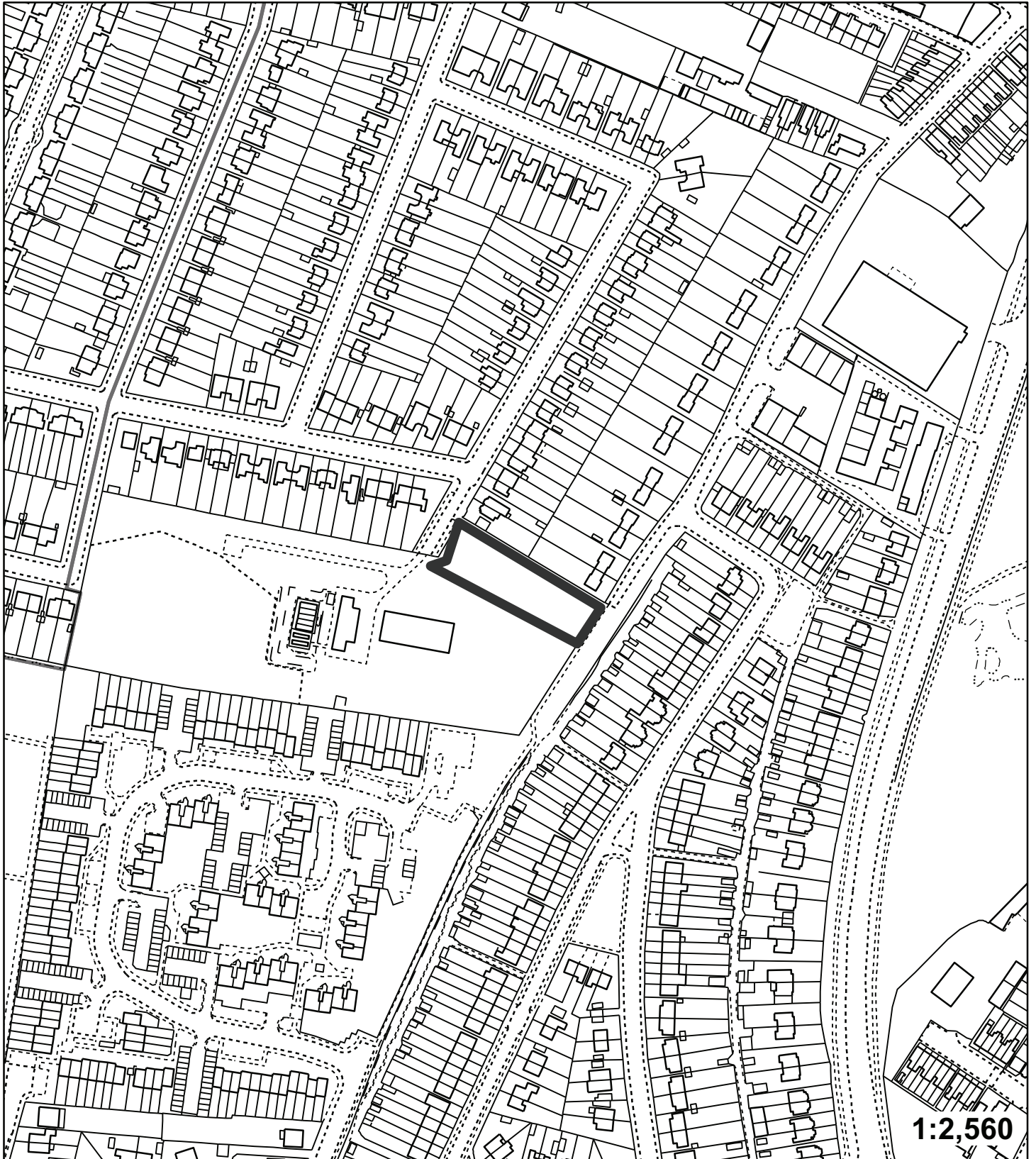
INFORMATIVE(S)

- 1 RDI03 Seek engineering advice
- 2 RDI16 Consult highways re. crossover
- 3 RDI18 Commencement – notify Development Control
- 4 Registered footpath 174a runs along the northern boundary of the application site. It is outside of the site and should not be affected by the granting of planning permission. However, due to its close proximity to the development, the applicant should be made aware, by means of an informative attached to any permission, of the need to safeguard pedestrians using the route, and that it must not be damaged or obstructed either during, or as result of, the development.
- 5 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.
- 6 The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidance.

**Application:**11/03762/OUT

**Address:** North Orpington Pumping Station East Drive Orpington

**Proposal:** 9 terraced houses with garages and access road from East Drive. OUTLINE APPLICATION





## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03856/FULL1

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

**Address :** 5 Narrow Way Bromley BR2 8JB

**OS Grid Ref:** E: 542348 N: 167189

**Applicant :** Mr Richard Halliday

**Objections :** NO

### **Description of Development:**

Conversion of dwelling into 2 one bedroom self-contained flats PART  
RETROSPECTIVE APPLICATION

Key designations:

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

### **Proposal**

Retrospective permission is sought for the conversion of the dwelling into 2 one bedroom self-contained flats.

### **Location**

- The application site comprises a two storey end of terrace building set within a large estate.
- The surrounding area is residential in character and comprises mainly of terraced dwellinghouses.

### **Comments from Local Residents**

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

### **Comments from Consultees**

The Council's Environmental Health Officer initially raised concerns over the means of escape from both flats; fire separation between units; sound insulation and thermal efficiency. Further to revised plans being received (dated 21/02/12) the Environmental Health Officer has removed his concerns over means of escape but is still concerned about bedroom size and inadequate clothes drying facilities.

The Council's Highways Development Engineer has raised no objections to the application.

The Council's Waste Advisors have raised no objections to the refuse arrangements

### **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 and Design
- H11 Residential Conversions
- T3 Parking
- T18 Road Safety

### **Planning History**

03/00041/FULL1 - Three bedroom end of terrace house - PERMITTED

### **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 standard of accommodation resulting from the conversion is also a material accommodation as well as the impact on highways conditions.

The proposal has resulted in minimal alterations to the external appearance of the building. Revised plans show that the external appearance will remain unaltered whereas previously a new entrance to the ground floor flat was proposed at the side. The proposal would therefore have minimal visual impact on the locality.

The area appears to be characterised predominantly by small-medium sized single dwellinghouses. Whilst the proposal for flats is not inherently characteristic of properties in this area, given that the scheme is small-scale, it is not considered that the conversion would unduly harm the character of the area nor lead to the shortage of medium or small sized family dwellings in the area. Furthermore, it is unlikely that the conversion has had a significant impact on adjacent residential amenities.

Although concerns have been raised regarding bedroom size in the first floor flat which is 8.1 square metres, the preferred size is 10 square metres and, on balance, this is considered acceptable in that a reasonable standard of accommodation has been provided.

With regard to Highways considerations, there are 3 parking spaces available on the frontage. The conversion therefore has minimal impact on parking and highways safety in the local road network.

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.

Having had regard to the above it was considered that the conversion is acceptable in that it does not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

as amended by documents received on 21st February 2012

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03856, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |   |
|---|--------|---|
| 1 | ACH03  | Satisfactory parking - full application |
|   | ACH03R | Reason H03                              |

### **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
- H11 Residential Conversions
- T3 Parking
- T18 Road Safety

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

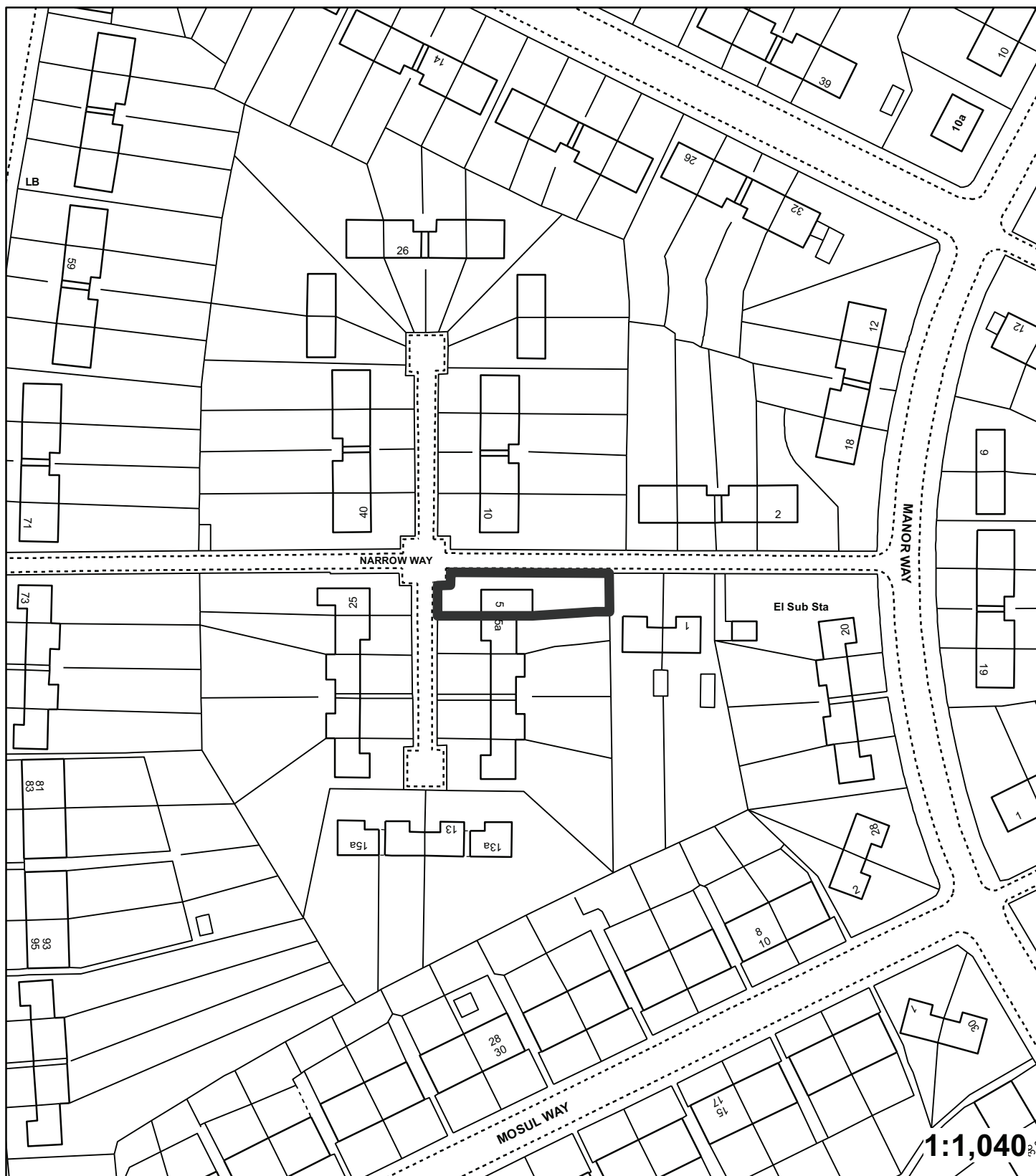
- (a) the character of the development in the surrounding area
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties
- (c) the transport policies of the development plan
- (d) the housing policies of the development plan
- (e) the provision of satisfactory living accommodation for future residents of the dwellings
- (f) the adjoining owners concerns raised during the consultation process

and having regard to all other matters raised.

**Application:**11/03856/FULL1

**Address:** 5 Narrow Way Bromley BR2 8JB

**Proposal:** Conversion of dwelling into 2 one bedroom self-contained flats  
PART RETROSPECTIVE APPLICATION



## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03858/FULL1

**Ward:**  
**Bickley**

**Address :** Shadycombe Chislehurst Road  
Chislehurst BR7 5LE

**OS Grid Ref:** E: 542835 N: 169674

**Applicant :** Mr J McKeown

**Objections :** YES

### **Description of Development:**

Detached two storey 5 bedroom dwelling with integral double garage on land adjacent to Shadycombe.

Key designations:

Area of Special Residential Character  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads

### **Proposal**

It is proposed to construct a detached two storey 5 bedroom dwelling on land comprising the side garden of Shadycombe, which would involve the removal of three outbuildings within the site. The dwelling would have an integral double garage, and would utilise one of the two existing vehicular accesses serving Shadycombe.

### **Location**

Shadycombe is a large detached property located on the corner of Chislehurst Road and Tudor Close, and currently occupies a site of approximately 0.28ha. It lies within Bickley Area of Special Residential Character, and fronts Chislehurst Road which is a local distributor road.

The application site, which comprises the subdivided eastern part of the garden of Shadycombe, would cover an area of 0.11ha, and would have a site frontage of 22m, and a depth of 60m. The site slopes down towards the rear, and some re-grading of the land levels would be carried out at the site of the new dwelling.

Chislehurst Road also slopes down from west to east so that Shadycombe is currently at a higher level than Milhurst to the east.

### **Comments from Local Residents**

Letters have been received from nearby residents who do not raise objections in principle to the proposals so long as there would be no further building within the rear garden of either Shadycombe or the proposed dwelling, and that no further trees would be lost.

A letter of support has also been received from a nearby resident who considers that the proposals would improve the appearance of the area, and provide increased security for the neighbouring properties.

### **Comments from Consultees**

The Council's highway engineer considers that the proposals would provide adequate parking and means of access for both the proposed and host dwellings.

No technical objections are raised from a drainage or waste point of view, and Thames Water does not raise any concerns.

Environmental Health recommend informatives regarding the Control of Pollution Act and any site contamination found during construction works.

### **Planning Considerations**

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

- H7 Housing Density and Design
- H10 Areas of Special Residential Character
- BE1 Design of New Development
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

No significant trees would be directly affected by the proposals.

### **Conclusions**

The main issues in this case are the principle of developing garden land in view of the recent changes to the Government's Planning Policy Statement 3 (Housing), and the impact of the proposals on the character and appearance of Bickley Area of Special Residential Character, and on the amenities of nearby residents.

PPS3 was updated in 2010 by removing the presumption in favour of the development of garden land as it was no longer defined as previously developed land. However, in itself, this does not necessarily preclude the development of such land, but requires any proposals to respect the character and residential amenity of the surrounding area.

The site is located within Bickley Area of Special Residential Character, and its character is described in the UDP as “...essentially that of spacious inter-war residential development, with large houses in substantial plots...”. Any new development should therefore respect this character.

The proposed dwelling would have a similar sized plot frontage and depth as Milhurst to the east, and the remaining plot of Shadycombe to the west, but its height would be slightly greater than the adjacent dwellings (by approximately 0.5m). The dwelling would maintain separations to the side boundaries of 1.8m to the west, and between 2.4m-3.4m to the east, and would contain a catslide roof on its eastern side adjacent to Milhurst (which is set at a lower level) in order to maintain a subservient appearance.

Although the more recent development at Oakhurst Close to the rear is of a higher density, the part of Bickley ASRC which fronts Chislehurst Road is of a more spacious appearance, and Members will need to carefully consider whether the proposed development would close the gap between Shabycombe and Milhurst to an unacceptable degree such that the spatial standards of the surrounding area are compromised, or whether the sensitive design and siting of the proposed dwelling would help to ameliorate the impact.

With regard to the impact on neighbouring properties, the dwelling would be stepped generally in line with the adjacent properties, with the rearmost part of the dwelling single storey only. First floor windows proposed in the flank elevations would serve bathrooms and could be conditioned to be obscure glazed. Milhurst to the east has a deep single storey extension close to the boundary with the application site, and any impact on the outlook from this property would thus be limited.

Properties to the rear in Oakhurst Close are situated some distance away, with some tree screening in between, and the proposals are not considered to have a detrimental effect on the amenities of the occupiers of those properties.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03858, excluding exempt information.

as amended by documents received on 31.01.2012 07.03.2012

**RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED**

- |   |                 |  |
|---|-----------------|--|
| 0 | D00002          | If Members are minded to grant planning permission the following conditions are suggested: |
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years                             |
| 2 | ACA04<br>ACA04R | Landscaping Scheme - full app no details<br>Reason A04                                     |
| 3 | ACA07<br>ACA07R | Boundary enclosure - no detail submitted<br>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'nl 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	ACH03	Satisfactory parking - full application	
	ACH03R	Reason H03	
13	ACH16	Hardstanding for wash-down facilities	
	ACH16R	Reason H16	
14	ACH32	Highway Drainage	
	ADH32R	Reason H32	
15	ACI12	Obscure glazing (1 insert) at first floor level in the flank elevations of the dwelling	
	ACI12R	I12 reason (1 insert) BE1	
16	ACI17	No additional windows (2 inserts) first floor flank dwelling	
	ACI17R	I17 reason (1 insert) BE1	
17	ACK06	Slab levels - compliance	
	ACK06R	K06 reason	

**Reasons for granting permission:**

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

- H7 Housing Density and Design
- H10 Areas of Special Residential Character
- BE1 Design of New Development
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

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

- (a) the visual impact in the street scene
- (b) the impact on the Area of Special Residential Character
- (c) the impact on the amenities of the occupiers of nearby residential properties
- (d) the relationship of the development to trees

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



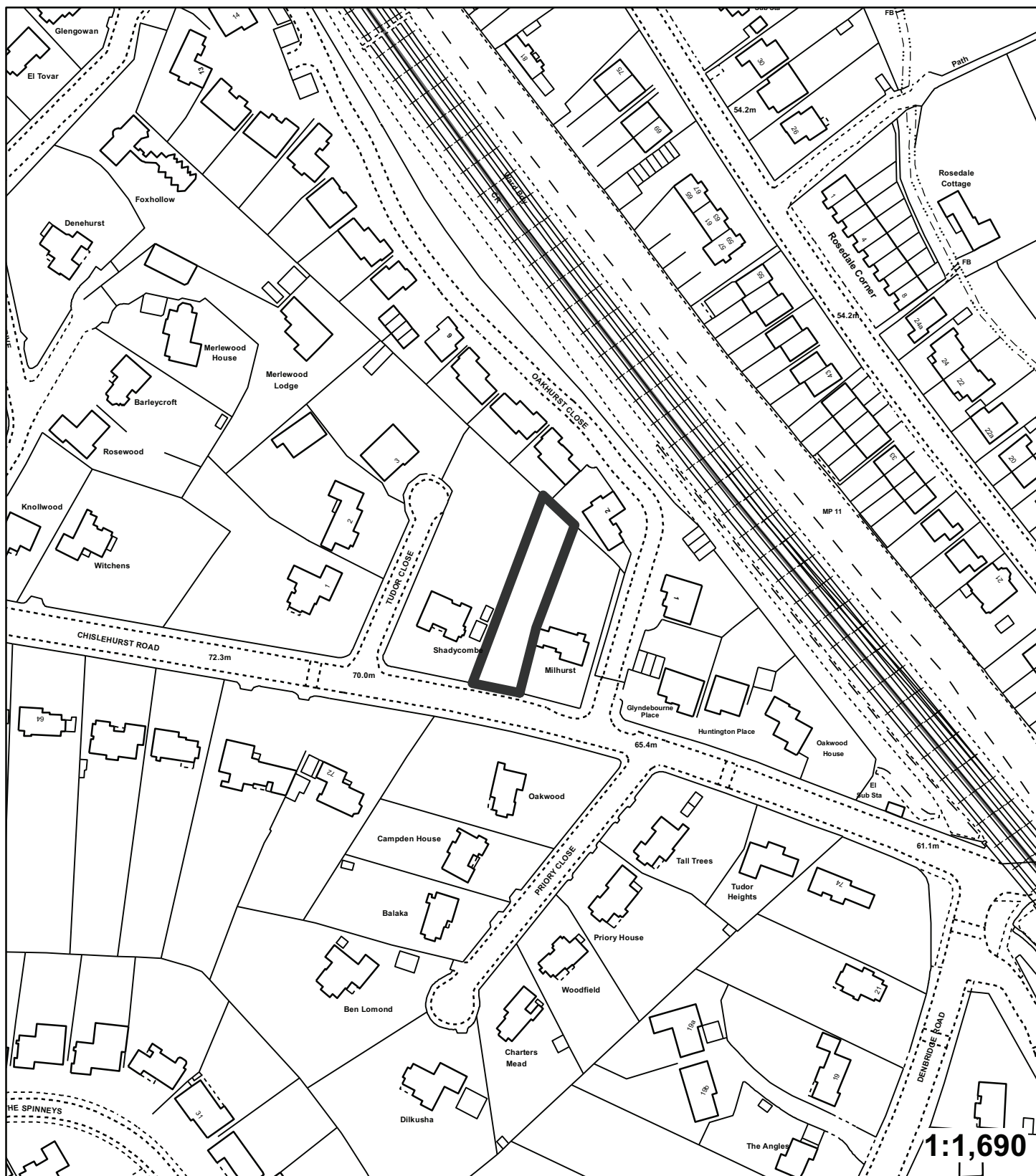
INFORMATIVE(S)

- 1 RDI16 Consult highways re. crossover
- D00003 If Members are minded to refuse planning permission the following grounds are suggested:
  - 1 The erection of a dwelling on this open garden land constitutes an unsatisfactory sub-division of the existing plot and would be harmful to the character and visual amenities of the Bickley Area of Special Residential Character, thereby contrary to Policies H7, H10 and BE1 of the Unitary Development Plan.

**Application:**11/03858/FULL1

**Address:** Shadycombe Chislehurst Road Chislehurst BR7 5LE

**Proposal:** Detached two storey 5 bedroom dwelling with integral double garage on land adjacent to Shadycombe.



## SECTION '2' – Applications meriting special consideration

**Application No :** 11/03864/FULL1

**Ward:**  
Clock House

**Address :** 25 - 27 Beckenham Road Beckenham  
BR3 4PR

**OS Grid Ref:** E: 536705 N: 169465

**Applicant :** Mr Nigel Pamplin

**Objections :** YES

### **Description of Development:**

Demolition of existing single storey extensions/outbuildings and erection of single storey link extension between 25 and 27 Beckenham Road to provide entrance lobby, reception suite, kitchen, cafeteria and external seating area.

### **Key designations:**

Conservation Area: Elm Road  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
London Distributor Roads  
Tree Preservation Order

### **Proposal**

Planning permission is sought for various works including:

- demolition of existing single storey structures and outbuilding
- erection of single storey link extension between the two main buildings that project back into the site by 11.5m
- extension will provide entrance lobby, reception suite, kitchen and cafeteria
- terrace area to the rear to provide outdoor seating

It is noted that amended plans were received on 6th March 2012 which show the two storey element deleted from the application.

### **Location**

The application site is located within the Elm Road Conservation Area and at present comprises two large Victorian buildings with several single storey buildings. The buildings are use by Kings Colleges which is a language school. The site is located on the southern side of Beckenham Road with the rear of the

site backing onto properties in Elm Road and Hayne Road. To the west of the site is a children's day nursery and with flatted development to the east.

### **Comments from Local Residents**

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

- proposed link building is of undistinguished design
- main entrance of the school should be of striking design
- modern structure will be out of character with appearance of buildings
- should be set back from the frontage of the Victorian buildings
- extension too large at the rear, takes up too much grassed lawn area
- should be reduced in bulk
- properties in Elm Road not consulted
- noise and disturbance from back of the school
- live music and noise from students can be heard from properties
- business is located within residential area
- large café inconsistent with Bromley's plan for area
- rear extension visible from properties behind

### **Comments from Consultees**

Highways- no objection raised in principle

Environmental Health- no objection in principle

Drainage – no objections in principle

Metropolitan Police- no objection subject to 'Secure by Design' principles are met

### **Planning Considerations**

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

- BE1 Design of New Development
- BE11 Conservation Areas
- BE12 Demolition in Conservation Areas
- BE14 Trees in Conservation Areas
- NE7 Development and Trees
- T3 Parking
- T18 Road Safety
- C7 Educational and Pre-School Facilities

### **Planning History**

Planning permission for the educational use was granted in 1988 for the change of use of ground and first floors from residential to educational use and conversion of second floor to form one self contained flat (refs. 88/01316 and 88/01276).

Most recently outline planning permission was refused and dismissed on appeal for the change of use from D1 to C3 to comprise the erection of two blocks of flats each containing 10 x 2 bedroom flats and 1 x 1 bedroom flats under refs. 04/04776 and 04/00830.

## **Conclusions**

The main issues relating to this application are the impact of the development; the impact on the amenities of the occupiers of neighbouring properties; and the impact of the proposal with regard to general conditions of safety on the highway.

The surrounding area is predominately residential in character and comprises a mix of single dwellings, flatted developments but also some business uses within close proximity to the site. In this case, the proposal is to provide a link building between the two existing buildings to provide an enhanced area for a main reception area, kitchen and cafeteria for existing students. The link building would be modern in design consisting of a fully glazed frontage facing onto Beckenham Road.

The site is located within the Elm Road Conservation Area. Policy BE11 expects proposals to preserve or enhance the character or appearance of the conservation area. The proposed link building is set 0.8m from the front corners of 25 and 27, and the use of glass is considered appropriate in retaining the empathies of the two Victorian buildings. The principle of the link extension is considered acceptable on the basis that the proposal is single storey and of a modern design, however Members will need to carefully consider the impact of the extension on the host buildings and wider conservation area.

The rear of the site at present is currently used by the school and there are a number of picnic benches placed outside for students to access. The proposed single storey extension would project some 11m into the rear of the site and would be used as the cafeteria for the school. Given that the surrounding properties are primarily residential, the potential impact on these residents must be taken into account. Although the central link extension would project significantly into the site, the size of the remaining amenity area for the school is considered acceptable. It is noted that there have been some local concerns relating to the noise and disturbance from activity at the rear of the school. Given the existing nature of school use, it is not considered that the proposed extension would add to the existing situation, however Members will need to take the concerns raised by local residents in account when assessing the application and consider the impact of the proposed extension on the amenity and the environment in general.

There is a TPO covering a group of 4 sycamores in the back garden of No.25, along the boundary with No.27. These trees are shown to be retained and it is considered that they would not be detrimentally impacted by the proposal. No

technical objections have been received by the Council's Highways engineer with regard to the proposed parking on the site.

On balance, given the existing nature of the use at the site, Members will need to consider whether the proposed extension would intensity of use of the building and the use of the rear garden and whether the extension would have a significant impact upon the character of the conservation area and those residents living within it.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03864, excluding exempt information.

as amended by documents received on 06.03.2012

### **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'n'l surfaces)  
          ACC01R     Reason C01
- 3      ACD02      Surface water drainage - no det. submitt  
          ADD02R     Reason D02
- 4      ACJ10      Ventilation system for restaurant/take-a

**Reason:** In order to comply with Policies BE1 and ER9 of the Unitary Development Plan and in the visual interest and residential interest of the area.

- 5      At any time the noise level from the extraction plant in terms of dB(A) shall be 5 decibels below the relevant minimum background noise level (LA90 15mins), measured at the nearest noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA. (Thus if the predicted noise level is 40dB(A) from the plant alone and the plant has a tonal nature, the 40dB(A) shall be increased to 45dB(A) for comparison with the background level. Also the L90 spectra can be used to help determine whether the plant will be perceived as tonal.)

**Reason:** In order to comply with Policy ER9 of the Unitary Development Plan.

- 6      ACI21      Secured By Design  
          ACI21R     I21 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
- BE11   Conservation Areas
- BE12   Demolition in Conservation Areas
- BE14   Trees in Conservation Areas
- NE7    Development and Trees

- T3 Parking
- T18 Road Safety
- C7 Educational and Pre-School Facilities

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

and having regard to all other matters raised.

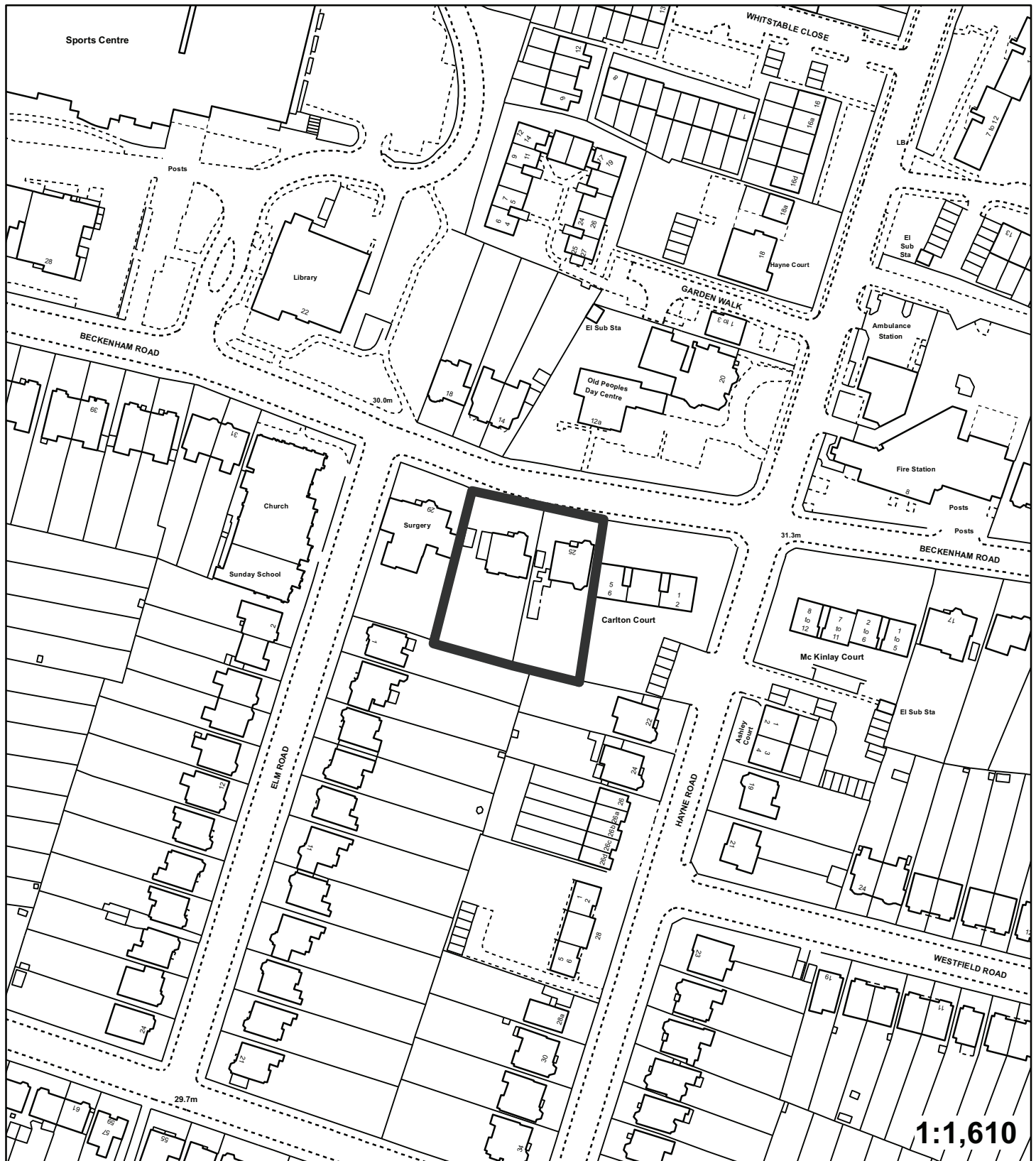
#### INFORMATIVE(S)

- 1 The Application is advised that the proposed pruning of the T.3 would require separate consent under a Tree Preservation Order application.

**Application:**11/03864/FULL1

**Address:** 25 - 27 Beckenham Road Beckenham BR3 4PR

**Proposal:** Demolition of existing single storey extensions/outbuildings and erection of single storey link extension between 25 and 27 Beckenham Road to provide entrance lobby, reception suite, kitchen, cafeteria and external seating area.





## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00013/FULL3

**Ward:**  
Copers Cope

**Address :** 4 Limes Road Beckenham BR3 6NS

**OS Grid Ref:** E: 537991 N: 169373

**Applicant :** Miss Simone Riley

**Objections :** YES

### **Description of Development:**

Change of use from B1 to residential. Demolition of existing covered area to facilitate single storey front extension, provision of parking area, new boundary wall and front gates. New slate roof to existing first floor with provision of velux windows.

### **Key designations:**

Conservation Area: Chancery Lane

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

London City Airport Safeguarding

London City Airport Safeguarding Birds

### **Proposal**

This application proposes a change of use from commercial to residential. The scheme proposes the removal of the front entrance gates and covered roof area to create a parking area and entrance (along with elevational alterations) to the proposed residential accommodation; further into the site it is proposed to remove a corrugated plastic type roof to an enclosed yard area in order to form part of the overall residential accommodation by replacement with a hipped, slated roof. There will be some insertion of roof lights and reconfiguration of windows at first floor level.

### **Location**

The site is located on the north side of Limes Road just at the point where there is virtually a 90 degree turn in the road. It is within the Chancery Lane Conservation Area (but just outside of the identified Article 4 area).

### **Comments from Local Residents**

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

- query impact on laurel tree on adjacent site
- could be used as 2 bedroom dwelling – concerns over consequent impacts on parking
- overlooking into new dwelling from existing adjacent amenity space
- concerns over access to property while building works are carried out
- loss of commercial use
- impact of change of use on nature of conservation area
- use of appropriate materials
- impact on adjacent bushes
- concern over limited notification area
- detail of design/materials

### **Comments from Consultees**

Thames Water raises no objection to the proposal.

The Advisory Panel for Conservation Areas (APCA) raise no objection in principle to the change of use but are concerned that the design should comply with requirements of the Supplementary Planning Guidance.

From a Highways point of view it is noted that the area has high on street parking occupancy with little parking available. On the basis that the proposal offers one car parking space it is considered that the development would not have more impact on the traffic in the surrounding road network and no Highway objection is raised. Appropriate conditions are suggested in the event of a planning permission.

Comments in respect of Environmental Health (Housing) raise concerns with the means of escape proposals and note that in the event of a planning permission development will need to meet or exceed building regulation standards for improved thermal efficiency of the building.

Cleansing comments note refuse and recycling are to be left at edge of curtilage with unrestricted access.

From a Conservation point of view concerns are raised over the proposed design. It is noted that the building is within a section of the conservation area that has a historic mews character of former commercial workshops and it is considered that the proposed design does not reflect or take account of this heritage but offers a more bungalow type appearance inappropriate to the character of the area. Additionally, the opening up to the front of the site creates a 'suburbanising' effect, removing the sense of enclosure which defines the area. No objection to the principle of converting this building to residential is raised.

### **Planning Considerations**

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

H7 Housing Density and Design

H12 Conversion of Non-Residential Buildings to Residential Use  
T3 Parking  
T18 Transport and Road Safety  
BE1 Design of New Development  
BE11 Conservation Areas  
EMP5 Development Outside Business Areas

Chancery Lane Supplementary Planning Guidance

### **Planning History**

The site, it seems, previously included the adjacent, adjoining buildings. The planning history shows an application in 2007 (ref. 07/00324) at Unit One, Limes Road to subdivide the site to form residential space. The scheme was allowed on appeal in November 2007.

### **Conclusions**

The main issues relating to the application are the loss of a commercial unit, the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and whether a satisfactory quality of accommodation and amenity can be achieved.

Regarding the loss of a business unit, which is in neither a primary nor secondary location, the applicant has stated that the unit has not been used commercially for approximately 18 years and over this period has been used by the owner as a private workshop to accommodate his hobby of working on cars. The supporting statement highlights that it ‘...has laid redundant for at least 5 years...’. The unit has not been marketed at all throughout its period of non-occupation and therefore this proposal cannot technically evidence the requirements contained in Policies H12 and EMP5. The applicants submit that ‘...because of its non-use over this period of time and the proposed design ... this application complies with requirements of policy H12’. The photographs available on file and the site visit reveal that the accommodation is not particularly robust in nature and would require substantial input to accommodate modern day working requirements.

It is noted in the Inspector’s decision relating to Unit One (see under planning history above) that due to the property being in a tertiary location and additional access restrictions it would be a low priority for a business use in the area. It was the Inspector’s view that a new business use would add to the area’s traffic circulation difficulties and not enhance the character of the Conservation Area; the Inspector opined that these considerations helped to outweigh the policy requirement to undertake a full and proper marketing exercise.

The Supplementary Planning Guidance (SPG) for Chancery Lane Conservation Area states that ‘changes of use will be acceptable only where, in the opinion of the Council, they would have no detrimental effect on the character of the area’ and para 3.2 states ‘Neither Chancery Lane or Limes Road carry any through traffic, and there is a pleasant sense of enclosure and tranquillity’. It should be remembered that this specific site has not been commercially used for the last

eighteen years and with the latter five of these there has been no activity at all. Whilst local concerns have been raised in respect of the loss of commercial use, given the Inspector's observations referred to above and the SPG it may be considered that in this particular circumstance the change of use of the site to residential would not have a detrimental effect on the character of the area but rather help to contribute to the tranquillity that the area currently enjoys.

Regarding the impact that it would have on the amenities of the occupants of surrounding residential properties and whether a satisfactory quality of accommodation and amenity can be achieved neighbour concerns are noted in respect of overlooking into the unit via the proposed velux windows. The existing window configuration to the first floor level allows for a level of overlooking into the garden/amenity areas to the east of the site; as is evident from the photos due to the nature of the relationship of buildings in the vicinity overlooking appears to be a common feature. A small level of amenity is provided within the scheme.

In terms of the design and its impact on the character and appearance of the area the current building exudes a utilitarian, workshop appearance. The part demolition of the existing mono pitch structure allows for the rebuild of a dual pitch habitable element which is pulled back from the front of the site to make way for a parking/amenity area. Policy BE1 requires new development to be imaginative and attractive to look at and Policy BE11 seeks to preserve or enhance the character or appearance of conservation areas. Policy BE11 states 'existing features that contribute to the character of the area should be incorporated in to the design'. The SPG states that 'The Council will expect all proposals for new development to conform with the character of that section of the conservation area surrounding the proposal site and with the general character of the area, especially in regard to ... design and materials used. It is hoped that all improvement works will take account of the character of the buildings and alter them as little as possible'. It is considered that the proposed design does not address these policy requirements in that it does not reflect the existing building's heritage and would have an unwelcome suburbanising effect on the character and appearance of the area.

If Members are inclined to accept the particular considerations as put forward in respect of the change of use it may be considered that the use of this particular unit for residential is, in principle, acceptable. It is rather the design considerations that raise specific planning concern which the suggested grounds of refusal reflect.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/00013 and 07/00324, excluding exempt information.

## **RECOMMENDATION: PERMISSION BE REFUSED**

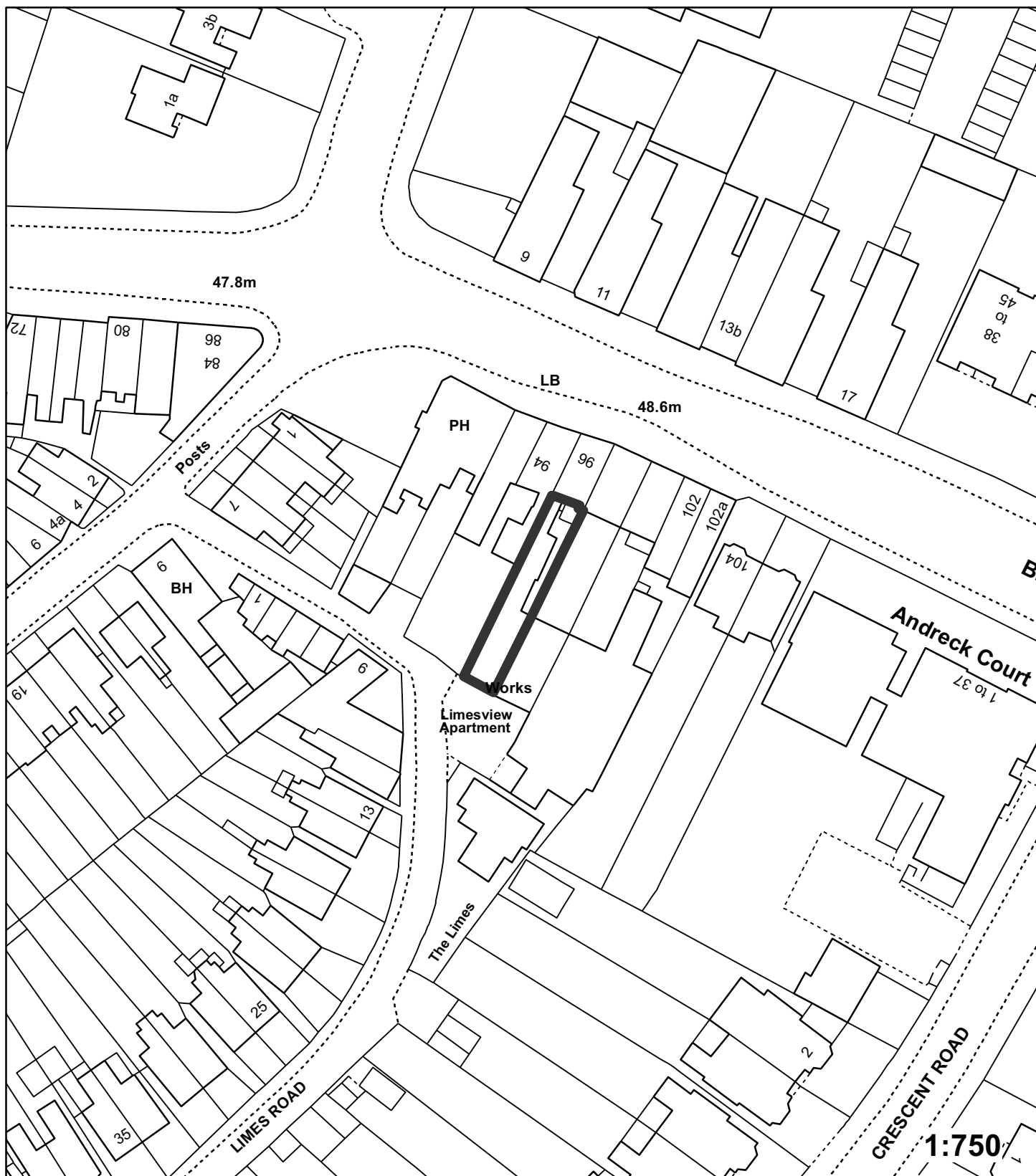
The reasons for refusal are:

- 1 The proposed design would be harmful to the character and appearance of the Conservation Area by way of its bungalow type appearance and removal of sense of enclosure which defines the area, contrary to Policies BE1, BE11 and Chancery Lane Supplementary Planning Guidance.

**Application:**12/00013/FULL3

**Address:** 4 Limes Road Beckenham BR3 6NS

**Proposal:** Change of use from B1 to residential. Demolition of existing covered area to facilitate single storey front extension, provision of parking area, new boundary wall and front gates. New slate roof to existing first floor with provision of velux windows.



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## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00022/FULL1

**Ward:**  
**Bromley Town**

**Address :** 2 Bromley Common Bromley BR2 9PD

**OS Grid Ref:** E: 541052 N: 168154

**Applicant :** Mr Gengis Kamal

**Objections :** YES

### **Description of Development:**

Demolition of existing dwelling and erection of three storey building comprising of 6 three bedroom flats and 3 two bedroom flats with 9 car parking spaces, bin and bicycle store.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Highways Proposal sites  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Stat Routes

### **Proposal**

The application proposes the demolition of the existing two storey detached residential single dwelling house and the construction of a three storey building comprising of 6 three bedroom flats and 3 two bedroom flats with 9 car parking spaces, bin and bicycle store. The proposed development would be of a similar height to that of the neighbouring properties fronting Bromley Common.

Vehicular access to the site would be from Hayes Lane utilising the existing dropped kerb entrance which currently serves a detached garage to the rear of the property. To the rear of the building communal amenity space is to be provided along with a bin and bicycle store together with 9 car parking spaces.

### **Location**

The application site is located at the busy junction of Bromley Common (A21) and Hayes Lane (B265). It is approximately 1 km from Bromley Town Centre and has good public transport accessibility links being around 850m from Bromley South railway station. The highway authority for Hayes Lane is Bromley Council whereas Transport For London are the highway authority for Bromley Common which fronts the application site.

The area is of a mixed character with Hayes Lane and Homesdale Road marking the eastern edge of the town centre commercial development. Towards the east and south the development is predominantly residential medium to low density housing. Opposite the site in Hayes Lane is a 3 storey office building (Archers Court) and beyond this along Masons Hill the character becomes commercial with buildings ranging in height between 2 and 5 storeys marking a distinct change in the character of the area and the beginning of the town centre.

Towards the north eastern side of Bromley Common opposite the application site is Bromley Common Conservation Area which comprises a mix of two / three storey Victorian semi-detached villas, the majority of which are either statutory or locally listed buildings.

### **Comments from Local Residents**

Comments received during the consultation process include:

- the proposal would result in traffic congestion and parking problems particularly during its construction
- for a number of years discussions have taken place about potential road widening works along Bromley Common which would result in the loss of front garden space for numbers 2, 4 and 6 Bromley Common. As such the proposed development is not comprehensive enough and should involve numbers 2, 4 and 6 Bromley Common as all of these properties are currently blighted by the possibility of road widening which may or may not occur.
- the development is out of character and scale with the surrounding area.
- the design is out of character and scale with the area
- no illustrations showing the street scene and the heights of existing buildings have been provided
- the proposed building is of a poor design and out of character with the area and existing spatial standards
- the use of Eternit Slate is out of keeping with other buildings in the area. The naming of the elevations appears to be incorrect, for example the drawing marked 'East Elevation' would normally be known as the North West elevation.
- the amount of hard surfacing and car parking results in harm to the street scene and area.

### **Comments from Consultees**

From a highways planning perspective, the vehicle access arrangements were discussed in detail during the previous application and subsequent appeal. The Inspector concluded that no harm to conditions of highway or pedestrian safety would arise from an access in the location proposed. The current application involves a development of less residential units but with vehicle access in the same location as before. As such no technical highways objections are raised subject to appropriate conditions on any approval concerning parking layouts and visibility splays.



Transport For London are the highway authority for Bromley Common (A21) which fronts the application site. No vehicle access is proposed onto Bromley Common. Transport For London have stated that there are proposals for junction improvements in this location but a final decision on whether this work would go ahead has not yet been made. Drawing SPO3 appears to indicate a road widening scheme but it is unclear what this would achieve and this is not in the same location as where the junction improvements are to be made and TFL have no knowledge of the widening indicated on this drawing and have not approved such works. TFL would object to any measure which would jeopardize the chances of delivering the road widening scheme in the future.

With regards to drainage no technical objections are raised subject to appropriate conditions on any approval to ensure acceptable soak away and discharge of surface water.

Thames Water raises no objections in terms of drainage and sewerage infrastructure.

From a Metropolitan Police point of view, a 'Secure By Design' planning condition should be imposed on any approval to ensure the development provides a safe environment.

With regards to trees and landscaping issues these comments will be reported verbally at the meeting.

The Advisory Panel for Conservation Areas were consulted on the application and their comments can be summarised as follows:

Objection raised as the proposal is an overdevelopment of the site not in keeping with the family housing on the south side of Bromley Common. The proposal does not enhance the setting of the adjacent Bromley Common Conservation Area or the requirements of the Unitary Development Plan.

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

### **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
- H9 Side Space
- 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. 08/01783, planning permission was refused and subsequently dismissed at appeal for the demolition of Nos. 2/4/6 and the construction of a part two/ three/ four storey block comprising 12 one bedroom/ 15 two bedroom/ 9 three bedroom flats with 16 car parking spaces. The Appeal Inspector dismissed the development of flats on this prominent corner site as it was considered to significantly change the character and appearance of the area. The Inspector concluded that the flats would appear incongruous and over-dominant along Hayes Lane which currently represents a distinct change in the street scene from tall office and flatted development to much smaller lower density housing development. The Inspector stated that this particular site marked a 'sharp change to a lower density and character that begins beyond the town centre.'

## **Conclusions**

The main issues in this case are whether the current development proposals when taking into consideration the dismissed appeal on this site 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 be in keeping with the character and appearance of the area and street scene in general and whether the development would result in any detrimental harm to pedestrian or vehicular safety.

In terms of the amenity of the local residents, the proposal maintains reasonable distances between the surrounding properties. However the proposed car parking arrangements to the rear would result in a significant increase in noise and disturbance to the adjoining property at No. 4 Bromley Common and No. 1 Hayes Lane. Whilst there is an existing vehicle access off Hayes Lane for the application site this currently serves one detached garage and provides access for car parking for the existing single dwelling house. As a result of the proposals the use of this access would be intensified with creation of 9 off street car parking spaces. Three car parking spaces are located adjacent to No. 1 Hayes Lane and 6 spaces are located adjacent to the boundary with No. 4 Bromley Common. This would result in a significant increase in vehicular activity into an area which has previously been predominantly garden space. Whilst additional boundary screening could be provided to minimise this impact, the visual impact of the parking including any lighting which may be required along with associated noise and disturbance could be considered somewhat un-neighbourly and detrimental to the residential amenities of surrounding properties, thereby contrary to the objectives of Policy BE1.

With regards to character and appearance, the general design of the development and the potential impact on the street scene, the junction of Hayes Lane and Masons Hill / Bromley Common marks a clear transition in the character and scale of development in the locality. The north side of this junction towards Bromley Town Centre is characterised by a more intense 'edge of centre' pattern of development. Development to the south of the junction where the site lies is more suburban and domestic in character and scale and characterised by residential semi detached or detached interwar properties. Whilst the previous appeal decision related to a much larger form of development which incorporated the adjoining properties at 2 and 6 Bromley Common, it should be noted that the Inspector when dismissing the appeal concluded that this particular site marked a 'sharp change to a lower density and character that begins beyond the town centre.'

The attractive original housing remains almost entirely intact dating from the interwar period on the side of Bromley Common where the site is located. The junction of Hayes Lane and Bromley Common marks a distinct change in character where the more intense mixed commercial and residential forms of development north of the junction, characteristic of edge of town centre locations, gives way to individual residences south of the junction. Thus the junction marks an important transition in the character and scale of the locality to a smaller scale domestic and suburban form of development almost entirely 2 storeys high. The proposal may therefore be considered to harm this unity of character and the visual amenities of the street scene. The design, bulk and overall appearance of the scheme may be considered inappropriate in this location, particularly having regard to the nearby conservation area and adjacent residential properties.

Policy BE1 highlights the need for proposals to be of a high standard of design and layout complementing the scale, form and materials of adjacent buildings. Members will therefore need to consider in light of surrounding development and the Appeal Inspectors comments whether the proposed development accords with the objectives of Policy BE1.

With regards to the levels of parking provision and the potential impact to highway and pedestrian safety, the access arrangements were considered acceptable by the Appeal Inspector in the previous proposal which included a greater number of units and included Nos. 4 and 6 Bromley Common. The proposed parking provision and access arrangements are therefore considered acceptable in terms of highway safety and compliant to Policies T3 and T18.

PPS3 'Housing' seeks more efficient use of land whilst at the same time not compromising the quality of the environment. 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 principle of this type of development in this location is acceptable having regard to the potential impact on the character of the immediate locality. The introduction of vehicular activity into the rear garden area and the potential impacts on residential amenity would also need to be considered as well as taking into account local objections.

Background papers referred to during production of this report comprise all correspondence on files refs. 08/01783 and 12/00022, excluding exempt information.

**RECOMMENDATION: PERMISSION BE REFUSED**

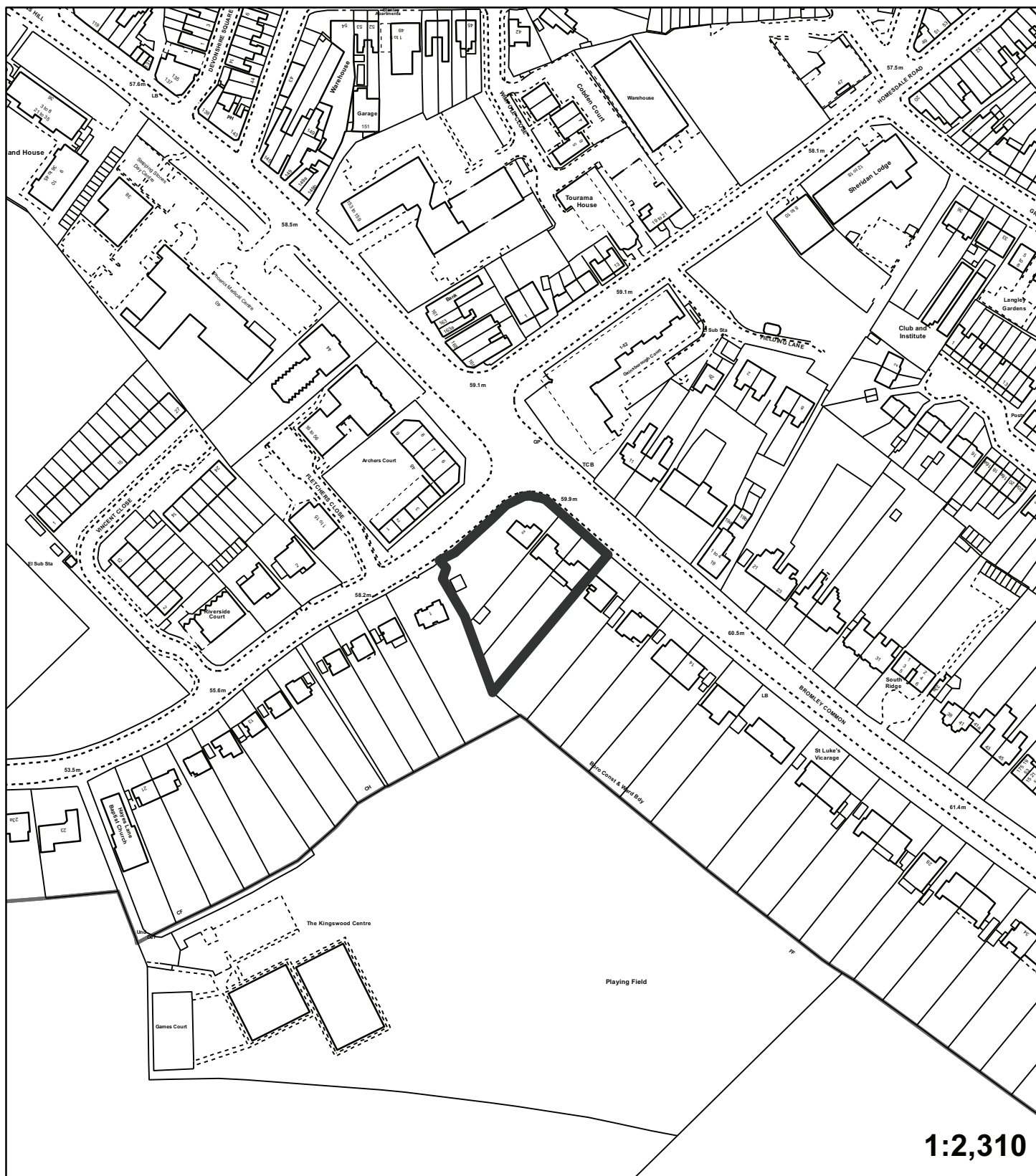
The reasons for refusal are:

- 1 The proposal would be overdominant, incongruous and out of character with the immediate surrounding development, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan and Policy 7.4 of the London Plan.
  
- 2 The proposed car parking and vehicle access arrangements would be detrimental to the existing level of amenity which the occupants of neighbouring properties might reasonably expect to continue to enjoy in the form of secluded rear garden areas, contrary to Policies BE1 and H7 of the Unitary Development Plan.

**Application:**12/00022/FULL1

**Address:** 2 Bromley Common Bromley BR2 9PD

**Proposal:** Demolition of existing dwelling and erection of three storey building comprising of 6 three bedroom flats and 3 two bedroom flats with 9 car parking spaces, bin and bicycle store.



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## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00116/FULL1

**Ward:**  
Hayes And Coney Hall

**Address :** South Gate Layhams Road West  
Wickham BR4 9HQ

**OS Grid Ref:** E: 539151 N: 164663

**Applicant :** Ms Margaret Eason

**Objections :** NO

### **Description of Development:**

Demolition of Nos 1 and 2 South Gate and erection of two storey building comprising 5 two bedroom maisonettes with 5 car parking spaces to front, single storey grounds maintenance building and removal of existing car parking area.

Key designations:

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

### **Proposal**

- Demolition of existing two storey Sister's accommodation and associated outbuildings
- Erection of two storey building comprising 5 two bedroom maisonettes
- 5 car parking spaces to front
- Vehicular access via an existing crossover from Layhams Road
- Single storey grounds maintenance building, including garage, to rear measuring approximately 17.8m in length x 5.5m in depth x 4.3 (max.) height with a mono-pitched roof
- Removal of 3 car parking spaces from western car park.

### **Location**

- To the front of the site is a two storey building containing 4 maisonettes and a single storey outbuilding.
- To the rear are a collection of single storey outbuildings and beyond that is woodland.
- To the east of the residential block is a car park and green space.

- To the west is a large communal car park serving Coloma Court, The Convent and Southgate.
- Further to the west is Coloma Court, a 68 bedroom nursing and residential care home and beyond that is a five-storey Chapel and three-storey Convent building.
- The site is situated to the southeast of the local high ground on which is located medieval church of St John the Baptist.
- The area to the east of the application site is medium density residential development.
- To the north, south and west is predominantly open Green Belt land.

### **Comments from Local Residents**

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

### **Comments from Consultees**

The Council's Highways Development Engineers have raised no objections in principle to the development.

The Council's Environmental Health Officer has raised no objections provided that the development meets or exceeds full Building Regulations standards for means of escape in case of fire, fire separation between units, sound insulation and improved thermal efficiency of buildings.

Thames Water has raised no objections with regard to sewerage infrastructure. 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. Thames Water has raised no objections with regard to water infrastructure.

English Heritage has stated that, given the current level of archaeological information from the area, there is a discernable archaeological potential for archaeology to be present on the site. A condition is therefore recommended that no development shall take place until the applicant has secured the implementation of a programme of archaeological work.

The Metropolitan Police Crime Prevention Design Advisor raises concerns over the lack of information in the application relating to how crime prevention measures will be incorporated into the design of the development. A 'Secured by Design' condition is therefore recommended should permission be given so that the development achieves full SBD accreditation.

### **Planning Considerations**

The site lies within the Green Belt where permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Furthermore, the openness and visual amenity of the Green Belt shall not be injured by any proposals for development within or conspicuous from the



Green Belt which might be visually detrimental by reasons of scale, siting, materials or design.

The site is located in an area with low Public Transport Accessibility Level (PTAL) of 1b (on a scale of 1 – 6 where 6 is the most accessible).

With regard to trees, no significant trees would be affected by this proposal.

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

- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- G1 Green Belt
- G5 Replacement Dwellings in the Green Belt
- H1 Housing Supply
- H7 Housing Density and design
- H9 Side Space
- NE7 Development and Trees
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety

In strategic terms the most relevant London Plan 2011 policies are:

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Development
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture

Mayor's Supplementary Planning Guidance – Providing for Children and Young People's Play and Informal Recreation

There are a number of national policy documents that are relevant to the consideration of this application. These include:

- PPS1: Delivering Sustainable Development
- PPG2: Green Belts
- PPS3: Housing
- PPG13: Transport

## Planning History

There is currently an application pending consideration for the demolition of existing chapel and convent at The Convent site to the west of the application site, and replacement with chapel and 19 bedrooms Sister's home including associated accommodation including offices, kitchens and dining areas under ref. 11/03995.

## Conclusions

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

The construction of new buildings within the Green Belt will be inappropriate unless it is for "limited extension, alteration or replacement of existing dwellings" (Policy G1, UDP). Furthermore, the resultant dwelling should not result in a material net increase in floor area compared with the existing dwelling as ascertained by external measurement.

In this instance the proposed residential building, by reason of its material net increase in floor area above that of the existing dwellings would constitute inappropriate development within the Green Belt, as would the proposed new grounds maintenance building. The applicant has submitted the following information to try and demonstrate that very special circumstances exist to justify the proposal:

- Overall built volume reduced by 38% over whole site (including at the adjacent site, The Convent, when taking into account the currently pending application re.11/03995) greatly improving openness of Green Belt
- only 14% increase in building footprint on the Southgate site, very close to the 10% outlined in Policy G5
- compacting of building group on site
- residential building will be set further back into the Southgate site allowing more planting to front of site and improving Green Belt openness
- changing needs of the Sister's requires an upgrade in residential accommodation to better suit current energy savings and age of Sisters who live there
- short-term accommodation for Sister's while works on Convent site are carried out
- proposed ground worker's building consolidated existing buildings into one and allows the grounds men to more effectively manage the site
- proposed garage is critical for effective management at site
- snow plough has had to be purchased to ensure ambulance access, etc.

Having regard to the above, although the proposed residential accommodation would have a significantly larger floor area than the existing residential accommodation, overall, the built development on the site would be less spread out than at present and the proposed workshop building and maisonettes would only represent a 14% increase in floor area of built development on the Southgate

site. Furthermore, should the application be permitted at the adjacent site, The Convent, there would be a significant reduction in building footprint across the whole site.

In terms of the proposed workshop building, given its proposed use is for maintaining the woodland to the rear and managing the site, Members may agree that this use is essential and would help continue to preserve the openness and visual amenities of the Green Belt. Furthermore, the proposed workshop building would represent a visual improvement to the existing array of buildings currently used for this purpose. Overall, Members may therefore consider that very special circumstances exist to justify the proposals. However, Members will need to consider the application together with the proposals across the rest of the site as part of the justification for very special circumstances.

With regard to the size, siting, materials and design of the development, the proposed residential building would measure approximately 5m longer than the existing residential building but would be similar in height and form with a pitched gable-ended roof design. Furthermore, given that it would be set further back into the site by around 4m, it is not considered that it would appear unduly prominent when compared to the existing maisonettes, nor would it harm the visual amenities or the open character of the locality.

The proposed outbuilding would be positioned at the rear of the site, abutting the northern site boundary. Beyond this is woodland. Whilst the proposed outbuilding would extend further along the northern boundary than current development at the site, it would consolidate the existing cluster of building into one and would open up views along the western site boundary where there is currently a large garage.

Overall it is therefore considered that the proposed scale, siting and design of the development is acceptable in that it would not detract from the existing street scene, would respect the scale of adjacent buildings and areas, would allow space about buildings for providing attractive hard and soft landscaping and would not result in a detrimental impact on the openness and visual amenities of the Green Belt.

With regard to the relationship of the development on nearby residential buildings, the proposed maisonettes would retain greater separation than currently to the nearby dwellings along Layhams Road, in particular No.4, and given the proposed height and positioning of windows, there is unlikely to be a significant impact on the amenities of the occupiers of these dwellings. The proposed balconies on the rear elevation would not result in any significant loss of amenity to occupiers of neighbouring sites.

All the dwellings should be built to Lifetime Homes Standards and a condition is recommended to that effect.

Five car parking spaces are proposed to the front of the maisonette building, which is considered acceptable. Although 3 car parking spaces would be lost in the western car park, an additional garage would be created for grounds-man and, on

balance, the impact is considered acceptable in terms of the impact it would have on parking and road safety in the local road network.

Bicycle storage for the development should be provided at a rate of one cycle store/unit to comply with the Council's minimum requirements for bicycle parking/unit as set out in the UDP. A condition is recommended to that effect.

No details have been provided as to what security measures will be incorporated in the development to meet the 'Secured By Design' (SBD) standards to reduce and prevent criminality. A SBD condition is therefore recommended should permission be given so that the development achieves full SBD accreditation in respect of design and layout.

In conclusion and having had regard to the above, Members may consider that very special circumstances have been demonstrated to justify the development proposed within this area of Green Belt. Furthermore, the development is acceptable in that the openness and visual amenity of the Green Belt would not be injured, it would not result in a significant loss of amenity to local residents, nor would it have a significant impact on parking or road safety in the vicinity of the site.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/00116, excluding exempt information.

as amended by documents received on 08.03.2012

### **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'n'l surfaces) |                  |
|    | ACC01R | Reason C01                                |                  |
| 3  | ACH03  | Satisfactory parking - full application   |                  |
|    | ACH03R | Reason H03                                |                  |
| 4  | ACH12  | Vis. splays (vehicular access) (2 in)     | 3.3 x 2.4 x 3.3m |
|    |        | 1m  |                  |
|    | ACH12R | Reason H12                                |                  |
| 5  | ACH22  | Bicycle Parking                           |                  |
|    | ACH22R | Reason H22                                |                  |
| 6  | ACH24  | Stopping up of access                     |                  |
|    | ACH24R | Reason H24                                |                  |
| 7  | ACH32  | Highway Drainage                          |                  |
|    | ADH32R | Reason H32                                |                  |
| 8  | ACI20  | Lifetime Homes Standard/wheelchair homes  |                  |
|    | ADI20R | Reason I20                                |                  |
| 9  | ACI21  | Secured By Design                         |                  |
|    | ACI21R | I21 reason                                |                  |
| 10 | ACK01  | Compliance with submitted plan            |                  |

**Reason:** In order to comply with Policies BE1, G1, G5 and H7 of the Unitary Development Plan and in the interest of the appearance of the building, the visual and residential amenities of the area and the openness and visual amenities of the Green Belt.

11 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

**Reason:** The site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in situ and/or recording of items in compliance with Policy BE16 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
- BE16 Ancient Monuments and Archaeology
- G1 Green Belt
- G5 Replacement Dwellings in the Green Belt
- H1 Housing Supply
- H7 Housing Density and design
- H9 Side Space
- NE7 Development and Trees
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety

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

- (a) the character of the development in the surrounding area
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties
- (c) the light and outlook of occupiers of adjacent and nearby properties
- (d) the privacy of occupiers of adjacent and nearby properties
- (e) the relationship of the development to trees to be retained
- (f) the safety of pedestrians and motorists on the adjacent highway
- (g) the transport policies of the development plan
- (h) the recreational open space policies of the development plan
- (i) sustainability issues
- (j) the appearance of the development in the street scene

- (k) the relationship of the development to the adjacent properties
- (l) the character of the development in the surrounding area
- (m) the housing policies of the development plan
- (n) the provision of satisfactory living accommodation for future residents of the dwellings
- (o) the adjoining owners concerns raised during the consultation process

and having regard to all other matters raised.

#### INFORMATIVE(S)

- 1 RDI06 Notify Building Control re. demolition
- 2 RDI10 Consult Land Charges/Street Numbering
- 3 RDI16 Contact highways re. crossover
- 4 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.

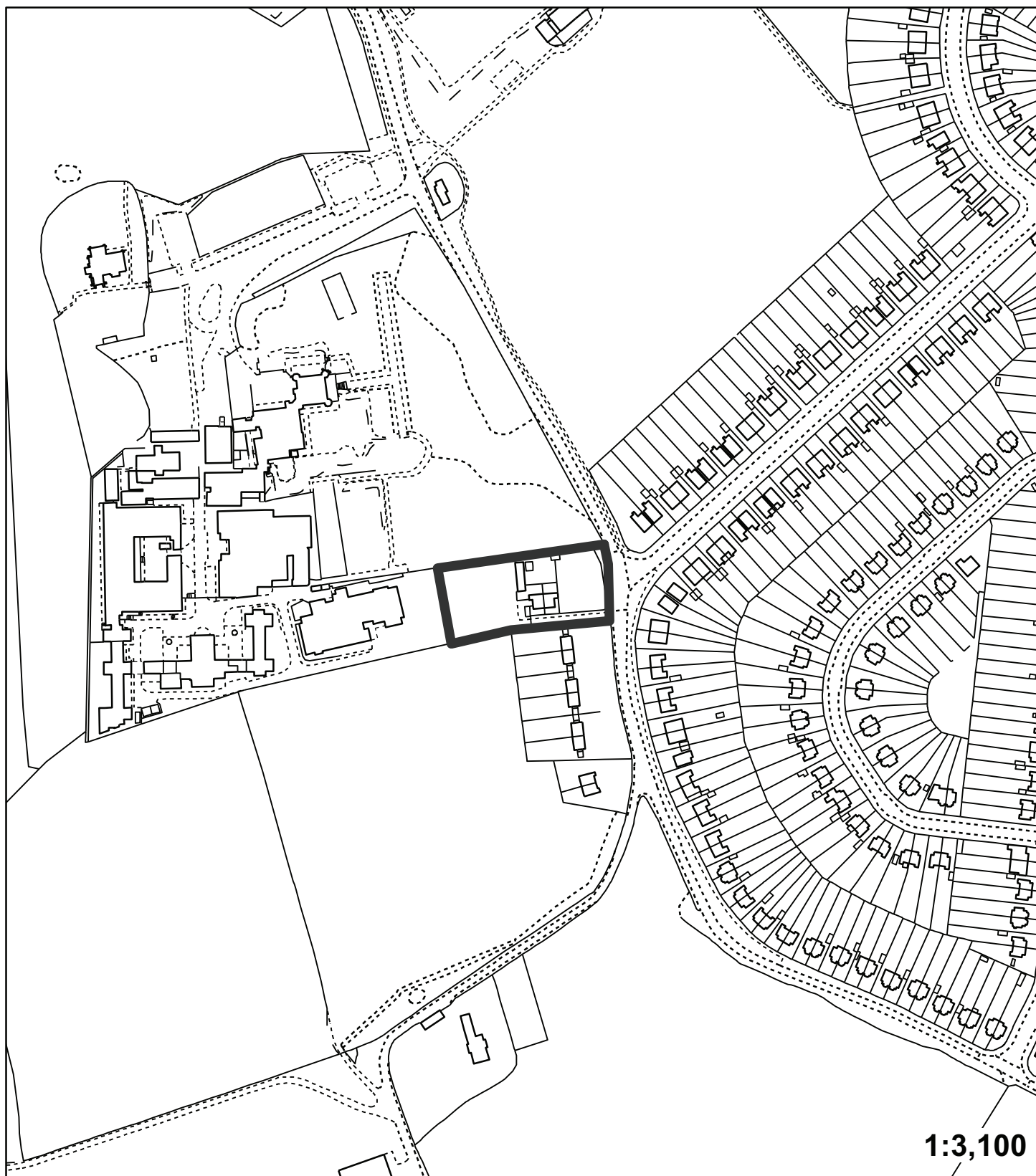
Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 6 The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines.
- 7 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.

**Application:**12/00116/FULL1

**Address:** South Gate Layhams Road West Wickham BR4 9HQ

**Proposal:** Demolition of Nos 1 and 2 South Gate and erection of two storey building comprising 5 two bedroom maisonettes with 5 car parking spaces to front, single storey grounds maintenance building and removal of existing car parking area.



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## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00162/FULL1

**Ward:**  
**Petts Wood And Knoll**

**Address :** Johnson Court 143B Chislehurst Road  
Orpington BR6 0DS

**OS Grid Ref:** E: 545406 N: 167102

**Applicant :** A2 Dominion Housing Group Ltd

**Objections :** YES

### **Description of Development:**

Two storey four bedroom detached house (including basement accommodation) with 2 car parking spaces and associated landscaping

Key designations:

Area of Outstanding Natural Beauty  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Local Distributor Roads

### **Proposal**

This proposal is for a two storey four bedroom detached house (including basement accommodation) with 2 car parking spaces and associated landscaping. The application site is located to the south Chislehurst Road and work is currently underway on the site to implement planning permission 11/00193 to provide 8 one bedroom flats and detached dwelling. This earlier application established the principle if a dwelling in this position. The current application includes a basement which has been omitted from the earlier permission.

### **Location**

Adjacent to the property is Hollybank Centre at 143 Chislehurst Road provides respite care for children with disabilities. There are detached two storey residential dwellings to the south and east of the site. The wooded area to the rear lies within the Petts Wood Area of Special Residential Character (ASRC).

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and the following representations were received:

- potential impact on trees at the site. No drawings showing trees on site.
- proposal would involve using the entire site in order to make a profit.
- very busy with vehicles going into and out of the access road when the flats and house are occupied.
- concerns plans were not available to view online (plans were available to view online as of 28.02.12)

### **Comments from Consultees**

The Council's Highways Division were consulted who stated the highway aspects of the application are the same as the previous applications. There are 2 parking spaces provided for the house. They are close to the junction of the access and Chislehurst Road but given the access road is likely to be very lightly trafficked any manoeuvring in and out of the spaces is unlikely to cause any delays. It is not clear whether the widened footway is to be offered for adoption and that needs to be clarified. The agent has confirmed in writing that the footway is not intended to be adopted by the Council, which satisfies the Highways Engineers concerns. As such no objections were raised to the application subject to the previous conditions being applied.

No objections were raised by Thames Water in relation to sewerage or water infrastructure.

The Council's Highways Drainage Division stated the site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water. No objections are raised subject to conditions.

The Council's Waste Advisors were consulted who stated refuse and recycling are to be left at edge of curb on day of collection.

### **Planning Considerations**

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

- BE7 Railings, Boundary Walls and other Means of Enclosure
- BE1 Design
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Sidespace
- G6 Land Adjoining Green Belt or Metropolitan Open Land
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

- Supplementary Planning Guidance (SPG) 1 General Design Principles
- Supplementary Planning Guidance (SPG) 2 Residential Design Guidance
- PPS1 – Delivering Sustainable Development
- PPS3 – Housing
- 5.11 London Plan
- 5.12 London Plan

## **Planning History**

Planning permission was refused in August 2010 for the demolition of The Bungalow and Johnson Court and erection of 3 two storey blocks comprising 10 one bedroom and 6 two bedroom flats with relocation of vehicular access/ access drive and 10 car parking spaces (ref. 10/00378).

Planning permission was recently granted under planning ref: 11/00193 for the demolition of The Bungalow and Johnson Court and erection of two storey block comprising 8 one bedroom flats and detached dwelling (this element of the proposal was an outline permission), with relocation of vehicular access/ access drive and 4 car parking spaces which was a part outline application.

In 2011 under planning ref. 11/02786, a details pursuant application was approved for part details of development permitted under ref. 11/00193 comprising appearance, layout, scale, boundary enclosures, refuse/ recycling storage, landscaping and bicycle storage of detached four bedroom house with 2 car parking spaces.

## **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 proposal is for a two storey four bedroom detached house (including basement accommodation) with 2 car parking spaces and associated landscaping. The application was originally granted in outline form (planning ref. 11/00193) by Members at Committee on 17.03.11. The details pursuant application (planning ref. 11/02786) was granted on 13.01.12. The current application is almost identical to that previously permitted; however, it now includes a lower ground floor.

The flank elevation of the new dwelling facing 143 would abut the south western curtilage thus providing no side space. However, importantly given that there is an access way between the proposed new property and the existing property at No. 143, the overall separation between the two properties would be some 5.7m. Thus, no terracing effect would occur, and the overall aims of Policy H9 would be satisfied. Furthermore, given that the previous permission has already established the position of the footprint of the proposed new dwelling, it is not considered to be reasonable to refuse permission on this basis.

In terms of the new basement, given the orientation of the plot and relationship with adjoining properties it is not anticipated it would impact significantly on the residential amenities of the neighbouring properties, the lower ground floor level

would not be visible in the streetscene and as such the impact on the character of the area is anticipated to be minimal.

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. 12/00162, 11/00193 and 11/02786, excluding exempt information.

As amended by documents received on 15.03.12

### **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 ACC01 Satisfactory materials (ext'nl surfaces)  
ACC01R Reason C01
- 5 ACC03 Details of windows  
ACC03R Reason C03
- 6 ACD06 Sustainable drainage system (SuDS)  
ADD06R Reason D06
- 7 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 8 ACH10 Provision of sight line (3 inserts) the access 43m x 2.4m  
x 43m 1m  
ACH10R Reason H10
- 9 ACH16 Hardstanding for wash-down facilities  
ACH16R Reason H16
- 10 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 11 ACH22 Bicycle Parking  
ACH22R Reason H22
- 12 ACH23 Lighting scheme for access/parking  
ACH23R Reason H23
- 13 ACH24 Stopping up of access  
ACH24R Reason H24
- 14 ACH29 Construction Management Plan  
ACH29R Reason H29
- 15 ACH32 Highway Drainage  
ADH32R Reason H32
- 16ACK01 Compliance with submitted plan

**Reason:** In the interests of the visual amenities of the area and the residential amenities of the adjoining properties, in line with Policy BE1 of the Unitary Development Plan.

- 17 ACK05 Slab levels - no details submitted
- ACK05R K05 reason
- 18 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

- T3 Parking
- T7 Cyclists
- T18 Road Safety
- H7 Housing Density and Design
- H10 Areas of Special Residential Character
- BE1 Design of New Development
- BE7 Railings, Boundary Walls and other Means of Enclosure
- NE7 Development and Trees.

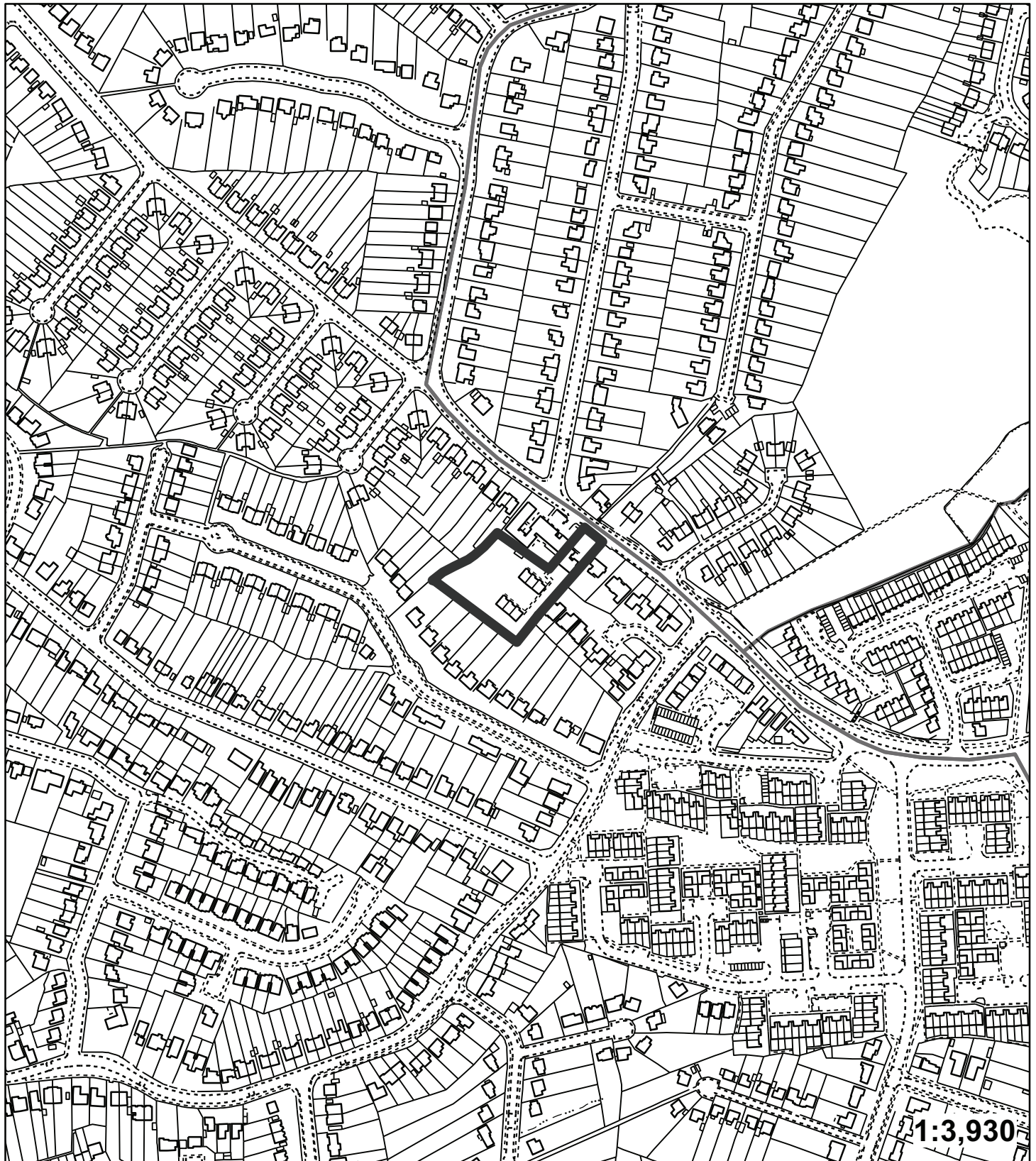
INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 If during works on site suspected contamination is encountered, the Environmental Health Officer should be contacted immediately. The additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for approval in writing by or on its behalf.
- 3 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.

**Application:**12/00162/FULL1

**Address:** Johnson Court 143B Chislehurst Road Orpington BR6 0DS

**Proposal:** Two storey four bedroom detached house (including basement accommodation) with 2 car parking spaces and associated landscaping



## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00276/FULL1

**Ward:**  
**Bickley**

**Address :** Little Moor Chislehurst Road  
Chislehurst BR7 5LE

**OS Grid Ref:** E: 542487 N: 169691

**Applicant :** Mrs A.E. Dutry

**Objections :** YES

### **Description of Development:**

Demolition of existing buildings and erection of a two/three storey building comprising 8 three bedroom flats and 16 basement car parking spaces

Key designations:

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

### **Proposal**

- The proposal seeks to demolish the existing dwelling and outbuilding and erect a two/three storey block comprising 8 three bedroom flats
- Each flat will possess an external balcony area at either the front or rear of the building.
- The block will have a length of 39m and a width of 17.5m. The height will be 11.5m, incorporating a pitched roof with an eaves height of 8.6m. The block will comprise of a two storey aspect towards the front of the site with a height of 7.5m, extending to a three storey block behind. The block will be sited over 30m back from Chislehurst Road.
- The existing access to the site will be retained and widened to provide a 4m wide access onto Chislehurst Road, with a turning head close to the highway and a 3.6m wide access drive to allow cars to pass one another within the site.
- The driveway will lead to the front of the block, where an access ramp will provide vehicular access to the basement level where 16 car parking spaces are proposed, along with a bicycle store and additional storage space.
- A refuse store is proposed towards the front of the site, with a height of 1.9m and dimensions of 4.5m by 2.4m.
- An amenity area is proposed to the east of the block and additional landscaping is proposed to provide screening to the east flank boundary.

## **Location**

The site is located on the northern side of Chislehurst Road, with Bullars Wood School sited to the north. The site currently possesses a detached two storey dwelling. To the west, the property at Kingsmere is a two/three storey block of flats. To the east is a bungalow at No. 45.

The area consists of a mix of development density, including detached residential dwellings and the block to the west of the site. To the east of No. 45 is an open area of land forming part of the grounds of Bullars Wood School.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received are summarised as follows:

- loss of privacy and overlooking from balconies and flank windows
- loss of light and overshadowing
- excessive bulk, scale and footprint
- overdevelopment of the site
- noise and disturbance
- parking, congestion and general highway safety problems
- parking on Chislehurst Road will affect proposed sightlines
- inadequate car parking provision on site
- inadequate amenity area
- restricted emergency vehicle access
- possible structural issues and subsidence due to the presence of the caves beneath the site and amount of earthworks required
- harmful to the character and environment of the area
- odour from proposed refuse store at front of site
- refuse store prominently and intrusively located

Concerns have been raised by a local Councillor.

## **Comments from Consultees**

No Environmental Health (Pollution) objections are raised, subject to standard contamination informatives. From an Environmental Health (Housing) point of view, no objections are raised and it is suggested that the applicant considers harvesting, storage and recycling of rainwater and greywater for WC flushing and on site irrigation purposes.

From a Building Control point of view, no objections are raised and Building Control is not aware of any caves in the proximity of the site.

The Council's Tree Officer raises no concerns. The protected sweet chestnut at the front of the site is to be retained and conditions are recommended.



Waste Services comments have been received stating that the developer should allow for additional 660ltr containers and one 140ltr food bin.

No technical drainage objections are raised subject to standard conditions.

No Thames Water objections are raised subject to informatives.

The Crime Prevention Officer recommends a secure by design condition to be imposed.

Technical highways comments have been received stating that further information should be submitted regarding the sightlines and further expansion of the submitted Transport Statement in light of the proposed intensification of the use of the site access. This information has been reported back to the applicant and any further information and highways comments will be reported verbally at the meeting.

### **Planning Considerations**

Policies relevant to the consideration of this application are BE1 (Design of New Development), H7, (Housing Density And Design), H9 (Side Space), T3 (Parking), T7 (Cyclists), T18 (Road Safety) and NE7 (Development And Trees) of the adopted Unitary Development Plan.

PPS1 (Delivering Sustainable Development), PPS3 (Housing), PPG13 (Transport) and London Plan Policies in Chapter 3 (Housing) and 5 (Delivering Sustainable Development) are also considerations.

### **Planning History**

Planning applications were granted relating to boundary treatments and a roof enlargement to provide first floor accommodation in 1994 and 1995.

### **Conclusions**

The main issues of consideration in this case are the effect of the proposal on the character of the surrounding area, the impact on the amenities of the occupants of nearby residential properties, the impact on trees, the impact on parking and general highway safety and the standard of the housing accommodation provided.

The proposed block will be significant in both its bulk and scale, and will be visible from Chislehurst Road. The block will be set a significant way back from the highway and this will reduce the visual impact, as will the 7.5m tall, two storey aspects at the front of the block. The site is flanked to the west by a two/three storey block at Kingsmere which is approximately 11m in height at its highest point. It is considered that the proposal would be similar in scale and height to this building, will be set further from the highway than Kingsmere and will reflect the manner in which Kingsmere increases from two to three storeys from front to rear. Having said this, the proposal will provide an addition of bulk and built development

that is significantly larger than the existing bungalow and this will need to be carefully considered in regard to the character and visual amenities of the area.

To the east, the dwelling at No. 45 is a bungalow which is sited in close proximity to the highway. The block will be clearly visible behind this dwelling when viewed from the highway; however it will also be set back significantly from the road (over 30m back from the highway). With the existence of a similar block in close proximity, it may be considered that the street scene would not be harmfully affected. In respect to character, the area is characterised by a mix of development types and therefore the principle of flatted development on the site may not be objected to.

The bungalow at No. 45 would be impacted upon to the rear (north) by the presence of a considerably larger structure. Front balconies are also proposed which may obliquely overlook the rear garden of No. 45. The site currently contains trees and vegetation in this location, much of which will be retained and the proposal includes the provision of further boundary screening to prevent overlooking. On this basis, the relationship may be considered to be acceptable, with no serious loss of light resulting due to the orientation.

To the west, flank windows at Kingsmere, which serve bedrooms and kitchens, will suffer from a loss of outlook due to the presence of the block 9-12m away from these windows. The flank elevation of the proposal facing Kingsmere is proposed to have windows facing Kingsmere which will serve hallways and second smaller windows to some bedrooms. These can be obscurely glazed by condition to prevent overlooking without compromising the standard of accommodation proposed. The proposed bedroom windows set perpendicularly to the main flank wall are not considered to result in direct overlooking to the side windows at Kingsmere.

In terms of the visual impact of the block, the separation of 9-12m may be considered to be sufficient to prevent any serious loss of outlook from the side windows at Kingsmere. The block will be sited to the north east and therefore no overshadowing and loss of sunlight would result. Daylight will also be retained by this separation. This boundary also possesses some vegetative screening and this is considered to help to reduce the impact and will be retained. To the rear of the block, the proposed balconies will be screened from Kingsmere by vegetation, and a landscaping condition can be imposed to provide further boundary screening at this point if necessary. The block will be separated from the dwellings to the rear by almost 40m and this is considered to be sufficient to prevent serious loss of privacy and overlooking.

The proposal provides an area of outdoor amenity area to the eastern part of the site. This area will measure approximately 35m in length and will have a width of between 6m and 15m at its widest point. Although the block will occupy a large amount of the site, it will also sit comfortably within it and may not be considered an overdevelopment. The block will occupy a similar footprint to Kingsmere to the west, which sits on a site of similar dimensions. The amenity area proposed would be somewhat awkward in its shape but may be considered to be adequate in size

for the future residents of the block. The site will retain spaciousness to the front which may be considered to preserve the open character of the area.

The proposed refuse store will be sited at the front of the site and although prominently sited 5m back from the highway, this store will be only 1.9m in height and will not be sited in advance of No. 45. Therefore, its appearance within the street scene may not be considered intrusive or excessively bulky and prominent within the street scene.

The proposed access road will be sited 5-7m away from No. 45 and this property will experience some disturbance from traffic accessing the basement car parking. This separation is considered to be acceptable and is not considered to result in significant additional disturbance to that currently experienced from traffic on Chislehurst Road. The provision of landscaping to the flank boundary will further reduce this disturbance and the relationship of the access road with No. 45 is considered to be acceptable on balance.

From a highway safety perspective, the proposal will result in the intensification of the use of the access to the site. The area becomes heavily parked during certain times of the day largely due to the school adjacent. The applicant has demonstrated that sightlines can be achieved from the proposed access widening and technical comments have been received from the highways engineer requesting an expansion of the Transport Statement to take account of the intensification of the use of the access and to provide further sightline information. The results of this request will be reported verbally at the meeting along with any update to the technical comments.

Having had regard to the above Members may consider the development in the manner proposed to be acceptable in that it would not result in a significant loss of amenity to local residents or impact detrimentally on the character of the area. Members may consider that the proposal would provide suitable standards of accommodation for future occupants. It is therefore recommended that planning permission be granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/00276, 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 | ACA04<br>ACA04R | Landscaping Scheme - full app no details<br>Reason A04         |
| 3 | ACA07<br>ACA07R | Boundary enclosure - no detail submitted<br>Reason A07         |
| 4 | ACB16<br>ACB16R | Trees - no excavation<br>Reason B16                            |
| 5 | ACB18           | Trees-Arbicultural Method Statement                            |

- 6 ACB18R Reason B18
- 6 ACB19 Trees - App'ment of Arboricultural Super
- ACB19R Reason B19
- 7 ACC07 Materials as set out in application
- ACC07R Reason C07
- 8 ACD02 Surface water drainage - no det. submitt
- ADD02R Reason D02
- 9 ACD04 Foul water drainage - no details submitt
- ADD04R Reason D04
- 10 ACD06 Sustainable drainage system (SuDS)
- ADD06R Reason D06
- 11 ACH03 Satisfactory parking - full application
- ACH03R Reason H03
- 12 ACH15 Grad of parking area or space(s) (2 in) car park access  
ramp 1:10
- ACH15R Reason H15
- 13 ACH19 Refuse storage - implementation
- ACH19R Reason H19
- 14 ACI12 Obscure glazing (1 insert) in the western flank elevation
- ACI12R I12 reason (1 insert) BE1
- 15 ACI17 No additional windows (2 inserts) western flank  
development
- ACI17R I17 reason (1 insert) BE1
- 16 ACI20 Lifetime Homes Standard/wheelchair homes
- ADI20R Reason I20
- 17 ACK01 Compliance with submitted plan

**Reason:** In order to comply with Policies BE1 and H7 of the Unitary Development Plan and in the interest of the visual amenities of the area and the amenities of the occupiers of the nearby residential properties.

18 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.

**Reason:** In the interest of security and crime prevention and to accord with Policies H7 and 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
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T7 Cyclists

T18 Road Safety  
NE7 Development and Trees

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
- (d) the impact on parking and highway safety
- (e) the impact on trees
- (f) the housing policies of the UDP

and having regard to all other matters raised.

#### INFORMATIVE(S)

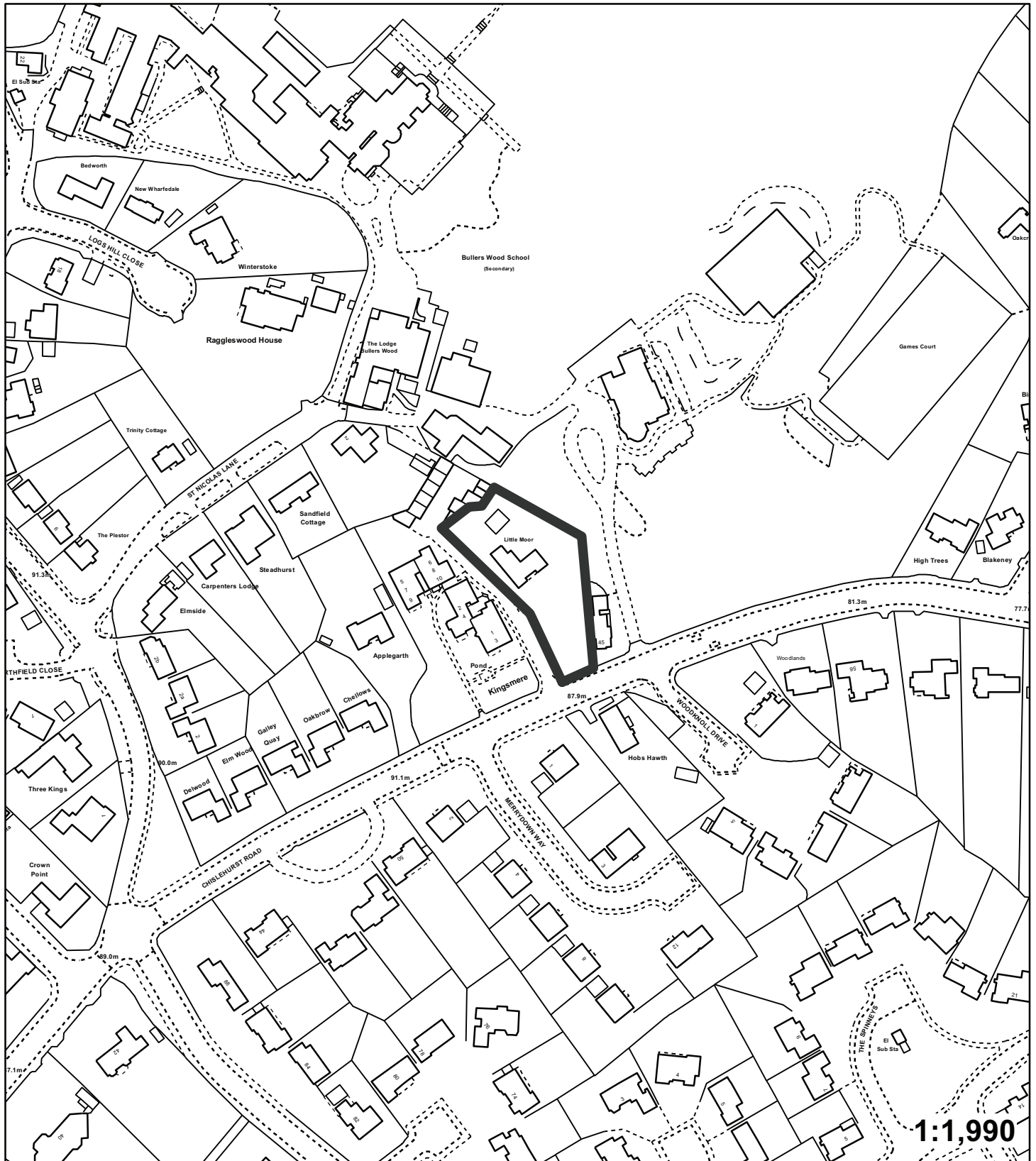
- 1 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site [www.bromley.gov.uk](http://www.bromley.gov.uk).
- 2 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 3 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.
- 4 Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

**Application:**12/00276/FULL1

**Address:** Little Moor Chislehurst Road Chislehurst BR7 5LE

**Proposal:** Demolition of existing buildings and erection of a two/three storey building comprising 8 three bedroom flats and 16 basement car parking spaces



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## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00330/FULL1

**Ward:**  
**Clock House**

**Address :** 3 Beckenham Road Beckenham BR3  
4ES

**OS Grid Ref:** E: 536929 N: 169392

**Applicant :** Joseph Samuel Corporation

**Objections :** YES

### **Description of Development:**

Part one/two storey extension to form 4 storey building, providing 8 two bedroom apartments with balcony/roof terrace areas and parking.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads  
Secondary Shopping Frontage

### **Proposal**

- This application seeks permission for the construction of part 1 / 2 storey extension to provide 8 two bedroom apartments. Each apartment would be allocated a parking space within the existing car park at the rear of the building.
- Private outdoor space will be provided to each flat through access to a balcony / roof terrace area.
- The existing bank and office accommodation on the first floor will remain as existing.

### **Location**

- The application site is located on the south-eastern side of Beckenham Road, close to the junction of Beckenham High Street with Croydon Road, Rectory Road and the High Street.
- The site at present comprises an existing part 2/3 storey flat roofed building which is in use as a bank on the ground floor with office accommodation over. There is an existing car park containing 12 spaces to the rear of the building which is accessed via Westfield Road.

## Comments from Local Residents

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

- omission of the penthouse flat, which partially formed the 4th floor of previous application, is a token gesture and does not fully address the concerns of Bromley Council or the local residents;
- penthouse on previous scheme was set back from the existing front façade, therefore was not the main contributing factor to the overbearing massing;
- revised scheme is still grossly out of proportion to the existing adjacent buildings;
- projecting bay windows or standard windows will look directly into front and rear bedrooms of adjacent properties;
- nowhere in the planning application does it mention that frosted glass will be used;
- application should be scaled down by another floor so that proposed extension stays at same height as the existing building and so that the proposed flats be set back from the buildings existing perimeter by at least 2 metres on the North/West and North/East elevations;
- proposal still involves the roof terrace/balcony area – overlooking;
- high-level semi-obscure glazed windows would perhaps reduce the problem of overlooking from the proposed windows;
- in present form, Number 3 is of large scale and already the height of a residential property equal to 4 floors;
- currently in keeping with other properties in this part of Beckenham Road;
- north-west elevation of Number 3 currently has just 2 fixed obscure glazed windows;
- proposed development will be too bulky/large in height, changing character of this area of Beckenham Road;
- raising the roof height will lead to detrimental effect on quality of light daylighting to No. 5;
- the proposal of 10 new residential windows to the flank of Number 3, together with the fourth floor balcony/terrace will greatly overlook Number 5;
- planning application paperwork states no change of use to second floor, however is currently toilets, offices, not as caretaker flat, therefore proposal will involve changing the use from commercial to residential;
- proposal is not clear whether it would be clear or obscure glazing in the windows, and clear glazing is entirely objected to for reasons of overlooking and loss of privacy;
- further development of this site would be better suited to the existing town plan use of 5 ½ day shopping/offices rather than 24/7 residential;
- the four storey flats cited by the applicant are in Rectory Road and set well back from that road, so that they are hardly visible from the memorial roundabout;
- the bulky extension to the front of this building would adversely affect the surroundings of the war memorial, which are at present open and airy, and it would impact on the openness of the view of the memorial from the High Street;

- insufficient parking spaces for 8 new flats – the spaces at the rear are used by customers of Barclays – will the bank stop their customers using them?

Full copies of all correspondence can be viewed on file.

### **Comments from Consultees**

Waste Services stated they require details of refuse and recycling proposals in accordance with 'Notes for Developers'. If further information is received it will be reported verbally at the meeting.

Transport for London (TfL) stated in effect that in order to reduce traffic impacts, the development would be expected to seek to maximise the use of public transport, walking and cycling. It is noted in this case that there is no cycle parking mentioned in the Design and Access statement. TfL would expect covered and secure cycle parking to be provided in line with London Plan and local standards.

TfL requests that all servicing and deliveries take place off the Strategic Road Network (SRN), via the rear access off Westfield Road, and that this is secured via appropriate planning condition.

The carriageway on the A234 Beckenham Road must not be blocked during the construction of the development. Temporary obstructions during the construction period must be kept to a minimum and should not obstruct the flow of traffic on the A234 Beckenham Road. This should be secured via appropriate planning condition.

It is important also to note that, should this application be granted planning permission, this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval from TfL may be needed for any temporary highway works required during the construction phase of the development.

The Highways Engineers in effect stated that the proposed car parking would be accessed from the rear of the site via a private service road from Westfield Road leading to 12 car parking spaces. Although this is overprovision, no objection is raised as the additional spaces could be used for visitor parking. No cycle parking is provided; the applicant is required to provide 9 secured and covered cycle parking spaces. (This could be achieved by condition if permission is granted).

Also no refuse storage is indicated on the submitted plans which should be addressed. Consideration should be made to the fact that where bin storage is located further than 18m from the highway boundary or service road an access road must be provided not less than 4m wide with appropriate turning facilities.

Highways Drainage did not provide comments.

Thames Water stated in effect that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer, and provided guidance with regard to their requirements should permission be granted.

No comments from Environmental Health had been received at the time of the report being written. Any comments received will be reported verbally.

### **Planning Considerations**

BE1 Design of New Development  
H7 Housing Density and Design  
T3 Parking  
T18 Road Safety

In terms of relevant planning history, permission was refused under ref. 11/00875 for the construction of a part 2 / 3 storey extension to form 5 storey building, providing 8 two bedroom and 1 three bedroom apartments with balcony / roof terrace areas and parking. This application was refused on the following grounds:

1. The proposed development by reason of its height, scale and bulk would be unduly obtrusive in the street scene and out of scale and character with adjoining development, detrimental to the visual amenities of the street scene and the locality in general thereby contrary to Policies BE1 and H7 of the Unitary Development Plan; and
2. The proposed extension with its considerable height, bulk, siting and provision of flank windows and balcony/roof terrace areas would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact, overlooking and loss of privacy contrary to Policies BE1 and H7 of the Unitary Development Plan.

In terms of other planning history to nearby properties, it should be noted that adjacent development has previously been permitted at 404-436 Croydon Road (under ref. 04/01448) for:

'Part development/redevelopment scheme comprising 1 four storey, 1 part one/four storey and first/second/third floor extensions; including retail unit/4 level underground car park for 56 vehicles with automatic parking/retrieval mechanism; change of use of first and second floors from residential to offices and formation of 14 two bedroom flats with revised vehicular access arrangements and 7 surface car parking spaces at rear and refuse storage (RENEWAL OF PERMISSION 99/01372)'.

This permission was dated 7th June 2004 and has now expired. The development has not been implemented.

In addition, the single storey unit adjacent to the site at 436 Croydon Road also has received planning permission under ref. 03/03753 for:

The demolition of existing building and erection of three storey building comprising restaurant (Class A3) on ground and first floors and offices on second floor, with basement level for use ancillary to the restaurant. This permission was dated 16th

December 2003 which has also now expired and the development has not been implemented.

An extant permission does exist at 436 Croydon Road under ref. 10/01769 for: 'Change of use of ground floor from office (Class B1) to restaurant (Class A3) and ventilation duct work'. At present the unit remains vacant.

The applicants have referred to development at 7 Beckenham Road in support of their proposal. Following refusal by London Borough of Bromley under ref. 90/01009, permission was allowed at appeal for rear dormer and part one/three storey rear extension and conversion into 2 two bedroom and 8 one bedroom flats, with 11 car parking spaces.

The Inspector found that whilst the proposal would virtually double the footprint of the existing building, it would have a lower overall height than the main house and the view was taken that the resulting total bulk of the building would not appear to be double that of the existing house. The Inspector took the view that the increase in bulk would not be visible from Beckenham Road, except through the gap between the house and that at No. 5 created for the driveway, therefore would not be visually dominant in the streetscene.

The location of the parking area to the rear of the site was not considered to be out of character due to the layout of the site adjacent at No. 9. Whilst the usable rear amenity space was not considered by the Inspector to be generous, it was considered that any shortcoming was not sufficiently serious to warrant withholding permission. In terms of the built development, the Inspector concluded that the proposal would not have a significantly adverse effect on the character or appearance of the surrounding urban locality as a whole.

In terms of living conditions of neighbours, the Inspector noted the provision of windows in the side and rear elevations of the house and extension. The Inspector found that any overlooking from windows at ground floor could be overcome by means of screen walls or fences. The flank windows at first floor would be for bathrooms and doubtless would be obscure glazed. At second floor there would be a window to a kitchen as well as to a bathroom, but this would be located forward of the adjacent flats and would not directly overlook any windows. In addition, due to the steep angle of vision and the nature of the front garden of those flats, it was considered that no loss of privacy would occur.

With reference to the windows in the eastern flank elevation, the impact of the ground floor windows could be mitigated through walls and fences, and the first and second floor windows have been designed in a particular way as bay windows with forward and rearward vision only. In view of the narrow width of those windows and their positions as projections out from the rooms, it was considered that these would not lead to a significant loss of privacy.

All of the windows on the south elevations would look directly into the rear garden of the appeal site, which would probably afford some oblique overlooking of adjacent gardens, however this was considered by the Inspector to be a common feature in urban areas.

The Inspector also made reference to outlook and daylight, along with noise and general disturbance, however these issues were not considered sufficient enough to warrant refusal.

The appeal was subsequently allowed subject to conditions relating to external finishing and materials, landscaping, parking spaces, sightlines, boundary fences, refuse storage and noise insulation.

## **Conclusions**

The main issues relating to the application are the effect that the proposed development would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties, and whether the previous refusal grounds raised under application ref. 11/00875 have been fully overcome.

The site is located to the south-eastern side of Beckenham Road, close to the roundabout and junctions with Rectory Road, High Street and Croydon Road. To the south-east of the site is a single storey Class A1/A3 unit. Further to the south is a three storey terrace at 404-436 Croydon Road. To the north-west is No. 5 a large three storey Victorian building which is in 3 flats.

Opposite the site is a part one/three storey post office building also occupied by Citygate Church and to the other corner, the Odeon cinema. This area of Beckenham Road is also characterised by flatted development of 3 - 4 storeys in scale.

It is acknowledged that the area is mixed commercial and residential in character and the principle of additional residential accommodation would therefore not be out of character in this location. Furthermore the scale of development in the area is mixed and it should be noted that four storey development at 404 -436 Croydon Road has been permitted in the past, although that permission has now lapsed.

In addition to this, under the previous application at this site ref. 11/00875, the refusal grounds did not make reference to over-development of the site in terms of the number of units being proposed.

The design of the proposed extensions has been altered when compared with the previously refused scheme. Where the previous application sought extensions that would potentially result in a 5 storey building, the previously proposed fourth floor level (fifth storey) has been removed from the current application and the current scheme would therefore potentially result in a four storey building.

In terms of the previously refused 2011 application, the resulting building would have appeared to be 4 storeys in height on the road frontage with a balcony area to the second floor and large roof terrace area to the penthouse apartment on the fourth floor / fifth storey. The fifth storey element would have been recessed from the front and rear elevations, making it less visible than the remainder of the extensions. Despite the previous design of the building having a stepped design at

3/4/5 storey level, it was considered that in light of the buildings' relationship to the adjacent single storey unit, three storey terrace beyond and the 3 storey Victorian building to the north-west, the extension of the building would appear visually obtrusive in the street scene. Furthermore, the square, flat roof nature of the building already extending virtually the full width of the plot would emphasise the increased height and bulk of the development which would appear out of character with neighbouring development and harmful to the visual amenities of the area.

The current application has removed the fifth storey from the scheme and Members will therefore wish to carefully consider whether the resulting bulk and flat roof design would fully overcome the previously raised concerns.

With regard to the impact upon residential amenity, Members may consider that the occupiers of No.5 would be most affected. There would be approximately 3.5m of separation (flank to flank) between No.3 and No.5 separated by side space to their shared common boundary. At present the application site is in commercial use and as such would be in operation during normal business hours. The proposed residential use, introducing 8 new residential units on the site, would alter the type of occupation and use of the building. Whilst the principle of 8 residential units in this location was not raised as part of the previous refusal grounds, the layout of the apartments is such that windows to bedrooms and kitchens are proposed to the flank elevation facing No.5 and in the current scheme involve a bay style design.

The application states that these windows have been designed in light of the appeal decision at No. 7, although Members will note that the windows permitted at that property had a narrow width and positions to prevent a significant loss of privacy.

No. 5 itself does have flank windows serving bedroom and stair/landing areas, and it is therefore necessary to consider carefully the impact of the proposed windows in the current scheme.

The balcony and terraced areas currently proposed are similar to those included in the previously refused application at No. 3 Beckenham Road, which were referred to in the second ground of refusal. In this respect, Members may wish to consider whether privacy screens would be sufficient to ameliorate any overlooking/loss of privacy.

The height of the current proposal has been reduced by one storey, to reduce the bulk of the building although Members will still wish to consider its overall impact, particularly in terms of the window and balcony arrangement.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/00875 and 12/00330, excluding exempt information.

**RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED**

- 0 D00002 If Members are minded to grant planning permission the following conditions are suggested:
- 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 ACC01 Satisfactory materials (ext'nl surfaces)  
ACC01R Reason C01
- 5 ACC03 Details of windows  
ACC03R Reason C03
- 6 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 7 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 8 ACH22 Bicycle Parking  
ACH22R Reason H22
- 9 ACI15 Protection from traffic noise (1 insert) vehicle  
ADI15R Reason I15
- 10 ACI21 Secured By Design  
ACI21R I21 reason
- 11 ACI24 Details of means of screening-balconies  
ACI24R Reason I24R
- 12 ACK01 Compliance with submitted plan

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the surrounding residential properties, the future occupiers of the residential properties on the site, and in order to protect the character and appearance of the area.

**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 appearance of the development in relation to the character of the area;
- (c) the relationship of the development to the adjacent properties;
- (d) the character of development in the surrounding area;
- (e) the impact on the amenities of the occupiers of adjacent and nearby properties;
- (f) the light and outlook of occupiers of adjacent and nearby properties;
- (g) the privacy of occupiers of adjacent and nearby properties;



- (h) the housing policies of the development plan;
- (i) the transport policies of the development plan;
- (j) and having regard to all other matters raised including concerns from neighbours.

#### INFORMATIVE(S)

- 1 Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required in order to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0845 850 2777.
- 2 In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

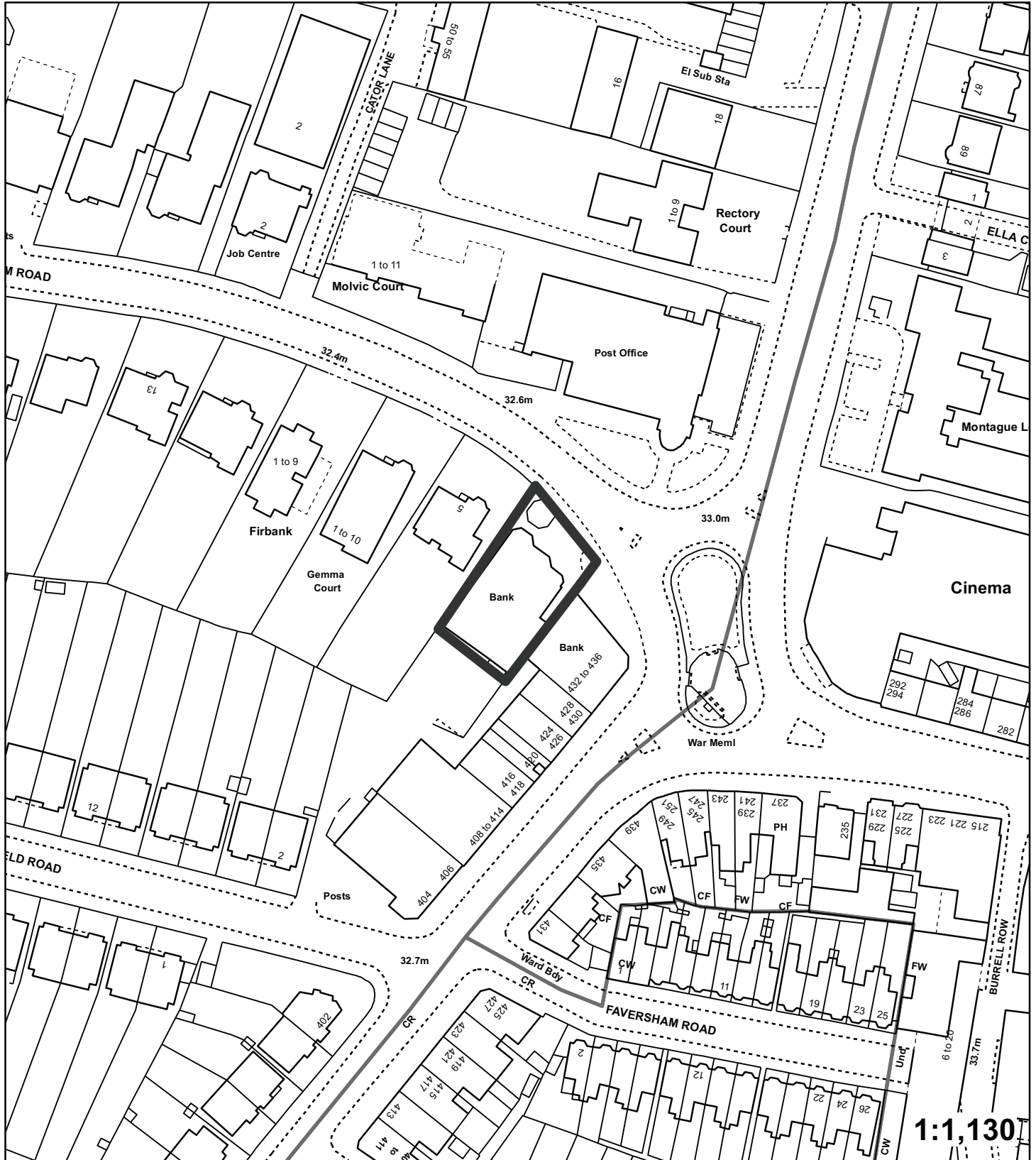
D00003      If Members are minded to refuse planning permission the following grounds are suggested:

- 1 The proposed development by reason of its height, scale and bulk would be unduly obtrusive in the street scene and out of scale and character with adjoining development, detrimental to the visual amenities of the street scene and the locality in general thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.
- 2 The proposed extension with its considerable height, bulk, siting and provision of flank windows and balcony/roof terrace areas would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact, overlooking and loss of privacy contrary to Policies BE1 and H7 of the Unitary Development Plan.

**Application:**12/00330/FULL1

**Address:** 3 Beckenham Road Beckenham BR3 4ES

**Proposal:** Part one/two storey extension to form 4 storey building, providing 8 two bedroom apartments with balcony/roof terrace areas and parking.



## SECTION '2' – Applications meriting special consideration

**Application No :** 12/00449/CAC

**Ward:**  
Copers Cope

**Address :** 4 Limes Road Beckenham BR3 6NS

**OS Grid Ref:** E: 537991 N: 169373

**Applicant :** Simone Riley

**Objections :** YES

### **Description of Development:**

Part Demolition CONSERVATION AREA CONSENT

Key designations:

Conservation Area: Chancery Lane

Article 4 Direction

### **Proposal**

This application seeks Conservation Area consent for the removal of the front entrance gates and covered roof area along with the removal of a corrugated plastic type roof to existing enclosed yard area. It accompanies planning application reference 12/00013 which seeks to replace with development suited to residential accommodation.

### **Location**

The site is located on the north side of Limes Road just at the point where there is virtually a 90 degree turn in the road. It is within the Chancery Lane Conservation Area (but just outside of the identified Article 4 area).

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received in respect of the two applications which can be summarised as follows:

- query impact on laurel tree on adjacent site
- could be used as 2 bedroom dwelling – concerns over consequent impacts on parking
- overlooking into new dwelling from existing adjacent amenity space
- concerns over access to property while building works are carried out
- loss of commercial use
- impact of change of use on nature of conservation area
- use of appropriate materials
- impact on adjacent bushes

- concern over limited notification area
- detail of design/materials

### **Comments from Consultees**

APCA raise no objection.

### **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 are further considerations:

BE12 Demolition in Conservation Areas

### **Conclusions**

The main issue relating to this application is the effect that the part demolition of the building would have on the character and appearance of Chislehurst Conservation Area.

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.

No planning objection is specifically raised to the demolition proposed and therefore, its loss would not be resisted where an acceptable scheme for redevelopment exists. However, the proposed scheme for residential use submitted under ref.12/00013 is not considered acceptable, therefore, the granting of Conservation Area Consent in this instance would be premature.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/00013 and 12/00449, excluding exempt information.

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

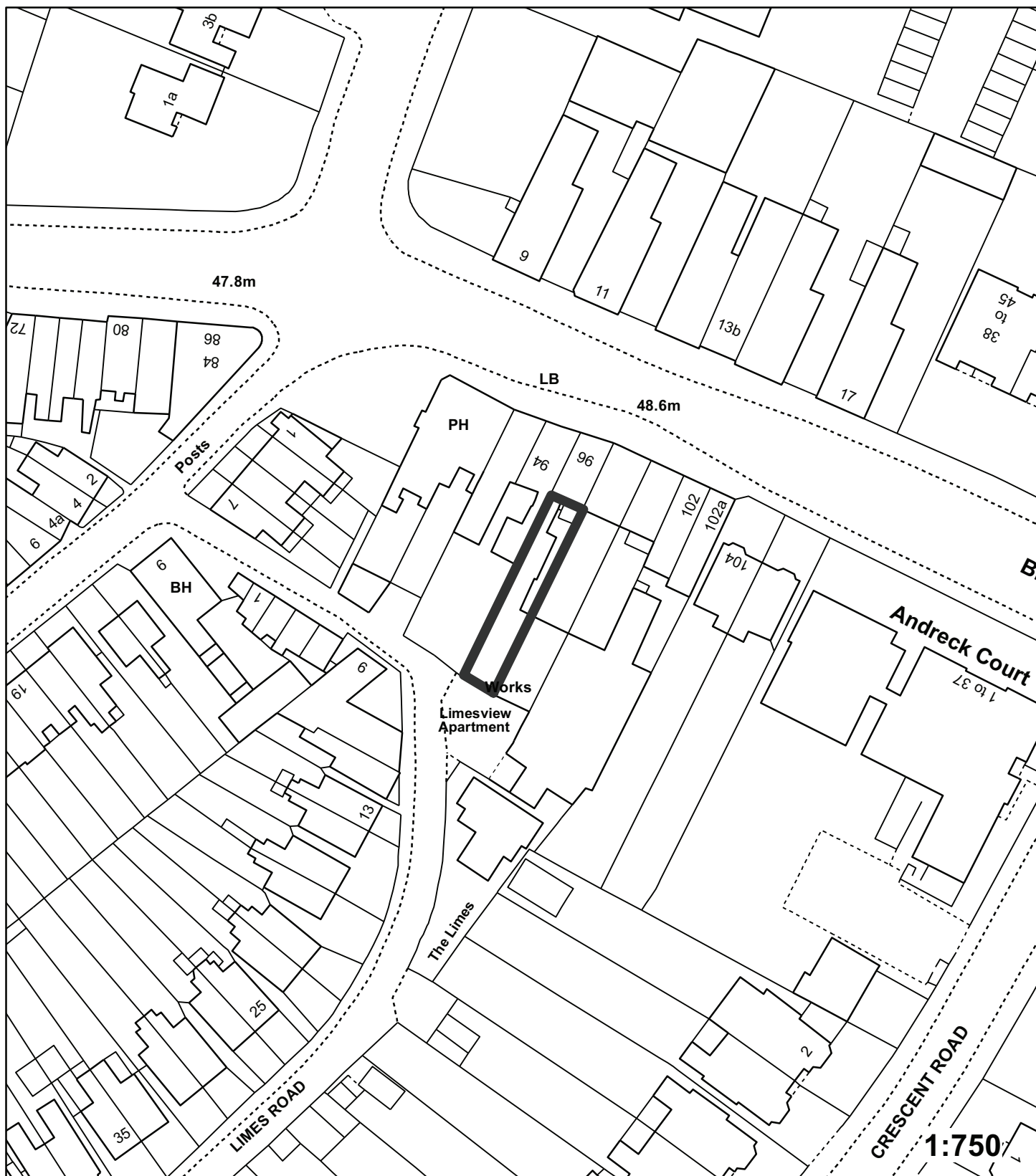
The reasons for refusal are:

- 1 In the absence of a suitable replacement scheme, it would be premature to grant consent for the demolition of the existing building, contrary to Policy BE12 of the Unitary Development Plan.

**Application:**12/00449/CAC

**Address:** 4 Limes Road Beckenham BR3 6NS

**Proposal:** Part Demolition CONSERVATION AREA CONSENT



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

**Application No :** 12/00034/FULL1

**Ward:**  
**Shortlands**

**Address :** 143 Westmoreland Road Bromley BR2  
0TY

**OS Grid Ref:** E: 539354 N: 167795

**Applicant :** Mr M Safey

**Objections :** YES

### **Description of Development:**

Part one/two storey side/rear extension to accommodate 1 three bedroom flat.

Key designations:

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

### **Proposal**

The application proposes to construct a part one / two storey side and rear extension to accommodate 1 three bedroom flat. The side extension is single storey with a pitched roof and is located adjacent to the boundary with Woodlea Drive and set back from the front elevation of No. 143 by around 11.5 metres. The side extension would accommodate a single storey porch entrance to the staircase and a small single storey bin store.

To the rear a first floor extension is proposed to be located above the existing single storey office building. The single storey office is owned by the applicant along with the ground floor unit which fronts Westmoreland Road and is currently in use as estate agents.

Revised plans were submitted during the course of the application which repositioned the staircase internally resulting in a reduced side extension from two storey to a single storey. Confirmation was also received that the existing large sea container would be removed from the site in June and that the car parking space indicated on the submitted plans will be for the residential flat and not for the office.

### **Location**

The application site is located on the south side of Westmoreland Road at the junction with Woodlea Drive. The application site is located within a row of three storey properties fronting Westmoreland Road which consist of a small parade of commercial premises at ground floor with residential flats above.

There is an existing block of single storey garages located to the rear of the properties fronting Westmoreland Road. Vehicular access to these garages and to the rear of the flats and commercial properties fronting Westmoreland Road is from Woodlea Drive.

### **Comments from Local Residents**

- The proposal would result in an over development out of character with Woodlea Drive
- The development would cause further parking problems for the area
- The layout and access is inappropriate resulting in a visual impact on the street scene
- The development would result in loss of privacy and overlooking
- This would set a precedent for further unsuitable development to the rear of the shops causing further harm to Woodlea Drive

### **Comments from Consultees**

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

### **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  
H1 Housing Supply  
H7 Housing Density and Design  
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. 01/01140, planning permission was granted for a first floor rear extension

Under planning application ref. 01/02694, planning permission was granted for a single storey side and part two storey first floor rear extension

Under planning application ref. 02/01525, permission was refused for a part first floor rear and two storey side / rear extension. The proposal was considered detrimental to the visual amenities of the street scene and unduly obtrusive on this exposed corner site.

Under planning application ref. 02/03337, planning permission was granted for single storey and first floor side and rear extensions

Under application ref. 10/00512, planning permission was granted for the retention of storage container.

## **Conclusions**

The principle planning issues in this case relate to the impact of the proposals on the character and appearance of the area and the street scene in general; the impact of the proposals on the living conditions and amenities of the neighbouring residents and the standard of accommodation for the future occupiers of the proposed flat.

In terms of the amenity of the local residents, the proposal maintains adequate distances between the surrounding properties and appears to have a minimal impact on the immediate neighbours, given the general pattern of development in the area. The proposed flank wall of the first floor rear extension would be located some 2.7 metres away from the flank boundary of the site adjacent to Woodlea Drive. Members may consider on balance that due to the distances from the boundaries of the site, its orientation and the location of existing buildings that the proposal would not result in any significant overlooking or loss of privacy to surrounding residents. Members will note that a similar extension for offices was granted permission under ref. 02/03337.

The proposal helps to maintain the vitality and viability of the parade providing much needed residential accommodation close to an existing town centre without compromising the character and appearance of the area.

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 provide additional residential accommodation and improve the visual appearance of the entrance to the service yard and car parking area.

In terms of car parking, the development is within an area of high public transport accessibility. The applicant has confirmed that the existing parking to the rear

would be provided for the new residential flat. It is considered therefore on balance that the proposal would 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.

PPS3 'Housing' seeks more efficient use of land whilst at the same time not compromising the quality of the environment. The application is clearly a case that needs to be assessed in the light of this guidance.

Accordingly, on balance, the proposal when taking into account the extensions proposed would appear to be acceptable without resulting in unduly harmful detriment to the local residential and visual amenities of the area or, highway safety in general.

Background papers referred to during production of this report comprise all correspondence on files refs. 01/01140, 01/02694, 02/01525, 02/03337, 10/00512 and 12/00034, excluding exempt information.

as amended by documents received on 12.03.2012

### **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 | ACH03  | Satisfactory parking - full application           |
|   | ACH03R | Reason H03  |
| 4 | ACH22  | Bicycle Parking                                   |
|   | ACH22R | Reason H22  |
| 5 | ACI17  | No additional windows (2 inserts) flank extension |
|   | ACI17R | I17 reason (1 insert) BE1 and H8                  |

### **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.

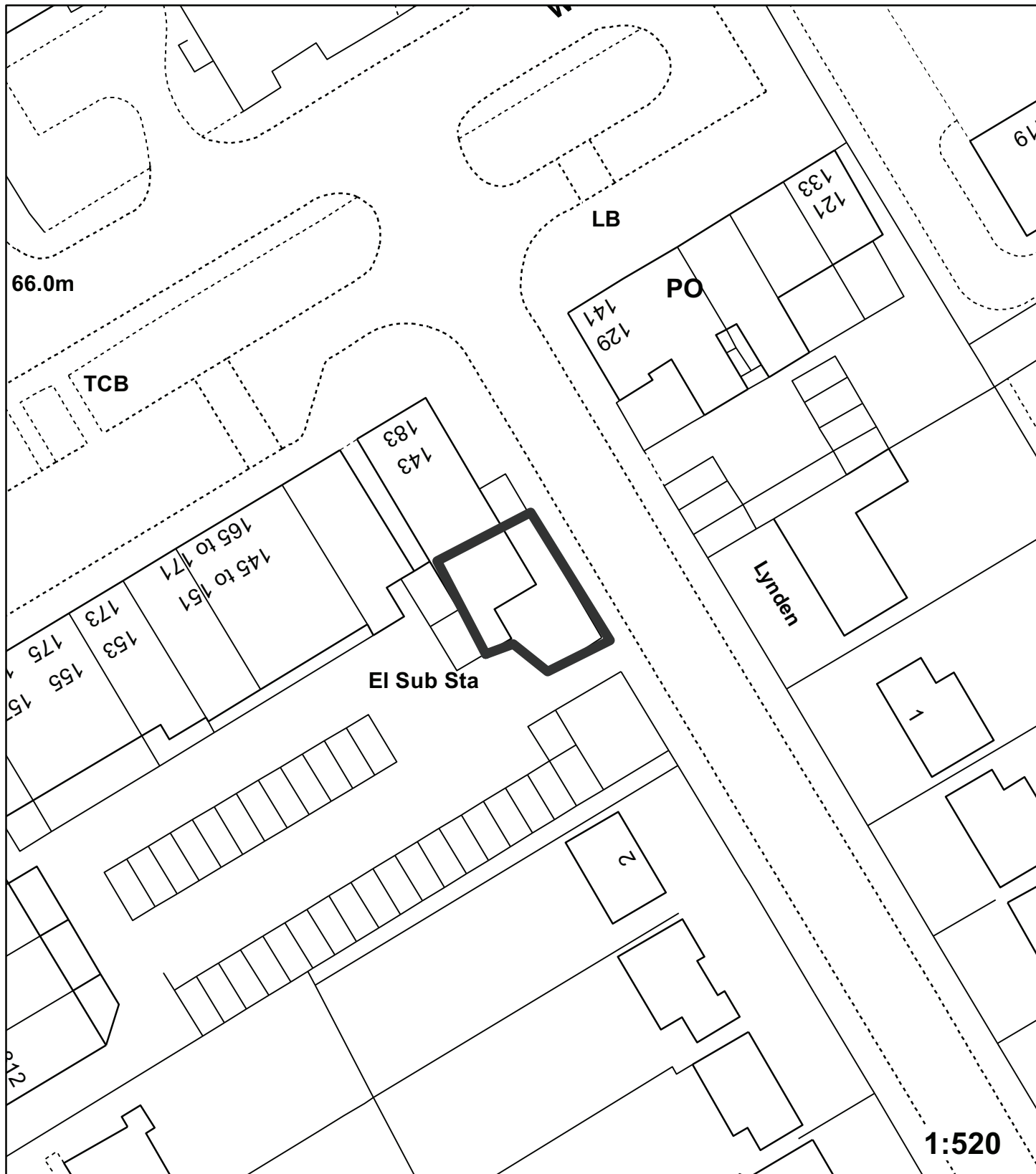
INFORMATIVE(S)

1 RDI10 Consult Land Charges/Street Numbering

**Application:**12/00034/FULL1

**Address:** 143 Westmoreland Road Bromley BR2 0TY

**Proposal:** Part one/two storey side/rear extension to accommodate 1 three bedroom flat.



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

**Application No :** 12/00165/MATAMD

**Ward:**  
Farnborough And Crofton

**Address :** 3 Meadow Way Orpington BR6 8LN

**OS Grid Ref:** E: 543058 N: 165242

**Applicant :** Mrs Lesley Lay

**Objections :** YES

**Description of Development:**

Minor Material Amendment - Elevational alterations to include raising threshold of garage door, lowering of ground floor windows, timber front door and single storey chimney stack. Increase in internal size of loft room to provide bedroom, bathroom and store room, and additional side roof light.

**Key designations:**

Conservation Area: Farnborough Park  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding

**Proposal**

- This application has been 'called in' to Plans Sub Committee by a local ward Councillor.
- Planning permission was granted for a replacement detached four bedroom dwelling with integral garage and loft room under reference DC/11/01887/FULL1 at Plans Sub Committee 2 on 1st September 2011.
- This application seeks approval for a minor amendment for revisions to the level of the ground floor windows, raising of the threshold of the garage door, an additional side roof light, timber front door, single storey chimney stack and increase in the internal size of the loft room to provide bedroom, bathroom and store room.

**Location**

- The application site is located to the north west of Meadow Way and previously sited a relatively large, chalet style detached dwelling with attached garage. This has now been demolished.
- The site falls within the Farnborough Park Conservation Area. Meadow Way is comprised of a number of different sized properties, some of which are original 1930's dwellings and others are more modern.

- The majority of properties are set back in the plot allowing open frontages, giving the road a park feel.
- The area is characterised by spatial plots with good separations between the dwellings.

### **Comments from Local Residents**

- Would set a precedent for small plots having five bedroom houses on them
- 5 bedrooms would lead to more cars
- Would lead to dangerous road conditions in Meadow Way
- “Park –like” environment will be lost
- Approach to planning is unacceptable and should not be encouraged

### **Comments from Consultees**

- The Advisory Panel for Conservation Areas have made no comment on the application.
- No objections have been raised by the Council’s Highway Engineers.

### **Planning Considerations**

The application is to be determined in accordance with the following policies within the Unitary Development Plan:

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

From a heritage point of view, there are no objections raised. There are no objections from a Tree preservation point of view.

### **Planning History**

Conservation Area Consent was refused in March 2011 for the demolition of the existing property under reference DC/11/00026/CAC.

Planning permission was refused for the erection of a four bedroom detached dwelling with integral garage under reference DC/11/00027/FULL1.

Conservation Area Consent was refused in June 2011 for the demolition of the existing property under reference DC/11/01461/CAC.

Planning permission was refused for the erection of a four bedroom detached dwelling with integral garage under reference DC/11/01337/FULL1.

Conservation Area Consent was granted in September 2011 for the demolition of the existing property under reference DC/01888/CAC.

Planning permission was granted in September 2011 for a replacement detached four bedroom dwelling with integral garage and loft room under reference DC/11/01887/FULL1.

## **Conclusions**

As the principle of development in the manner proposed has already been accepted under reference DC/11/01887/FULL1, the main issue for consideration in this case will be the effect of the proposed amendments on the amenities of nearby residents and the effect on the character of the surrounding conservation area. The size and scale of the property will not change from the previously approved scheme. All alterations proposed (other than the single storey chimney stack) are within the structure permitted under reference DC/11/01887/FULL1.

The proposed lowering of the ground floor windows and raising of the garage threshold are considered to have very little impact on the appearance of the dwelling. These aspects are also considered to have no further impact on the visual amenities, light or privacy enjoyed by neighbouring properties. The single storey chimney which has a maximum height of 2.1 metres is considered to be a minor addition to the approved scheme. It is not considered to significantly alter the development nor is it considered to result in further impact on the visual amenities or light enjoyed by the neighbouring property.

The final external alteration is the insertion of an obscure glazed roof light to the south western side roof slope. The roof light has a limited opening capacity. This is not considered to materially alter the appearance of the dwelling and is unlikely to result in overlooking given the height, obscurity and angle of the roof light. The approved application illustrates a room within the roof space. However, the internal dimensions of the roof space have been increased to provide a bedroom, bathroom and store room. These works do not affect the external appearance of the property and whilst this amendment results in an additional bedroom, the previous approval also included a habitable room within the roof space. The site has a large frontage and an integral garage forms part of the approved dwelling. It is considered that there is ample on-site parking for the size of the property and as Meadow Way is a private road, there are no highway restrictions in the surrounding area.

In order to be considered as a minor material amendment, it is necessary that the changes are not of a scale and nature that results in a development which is substantially different from what has been approved. In this case, the alterations proposed are considered to be minor in their nature.

The character of the development would remain consistent with the approved scheme, and the alterations to the external appearance of the property are considered to be minor and unlikely to impact detrimentally on the amenities of neighbouring properties or the character of the surrounding conservation area.

Background papers referred to during production of this report comprise all correspondence on files refs. DC/11/00026/CAC, DC/11/00027/FULL1,

DC/11/01461/CAC and DC/11/01337/FULL1, DC/11/01888/CAC, DC/11/01887/FULL1, DC/12/00165/MATAMD, excluding exempt information.

as amended by documents received on 15.03.2012

**RECOMMENDATION: MINOR AMENDMENT APPROVED**

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs  
ACA01R A01 Reason 3 years
- 2 ACA05 Landscaping scheme - implementation  
ACA05R Reason A05
- 3 ACA07 Boundary enclosure - no detail submitted  
ACA07R Reason A07
- 4 ACC01 Satisfactory materials (ext'nl surfaces)  
ACC01R Reason C01
- 5 ACC03 Details of windows  
ACC03R Reason C03
- 6 ACD02 Surface water drainage - no det. submitt  
ADD02R Reason D02
- 7 ACD04 Foul water drainage - no details submitt  
ADD04R Reason D04
- 8 ACI02 Rest of "pd" Rights - Class A, B,C and E  
**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of surrounding residents.
- 9 ACI12 Obscure glazing (1 insert) to both the first floor flank elevations  
ACI12R I12 reason (1 insert) BE1
- 10 ACI17 No additional windows (2 inserts) flank dwelling  
ACI17R I17 reason (1 insert) BE1
- 11 ACK01 Compliance with submitted plan  
**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of surrounding residents.

**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
- H9 Side Space
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

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

- (a) the relationship of the development to adjacent properties



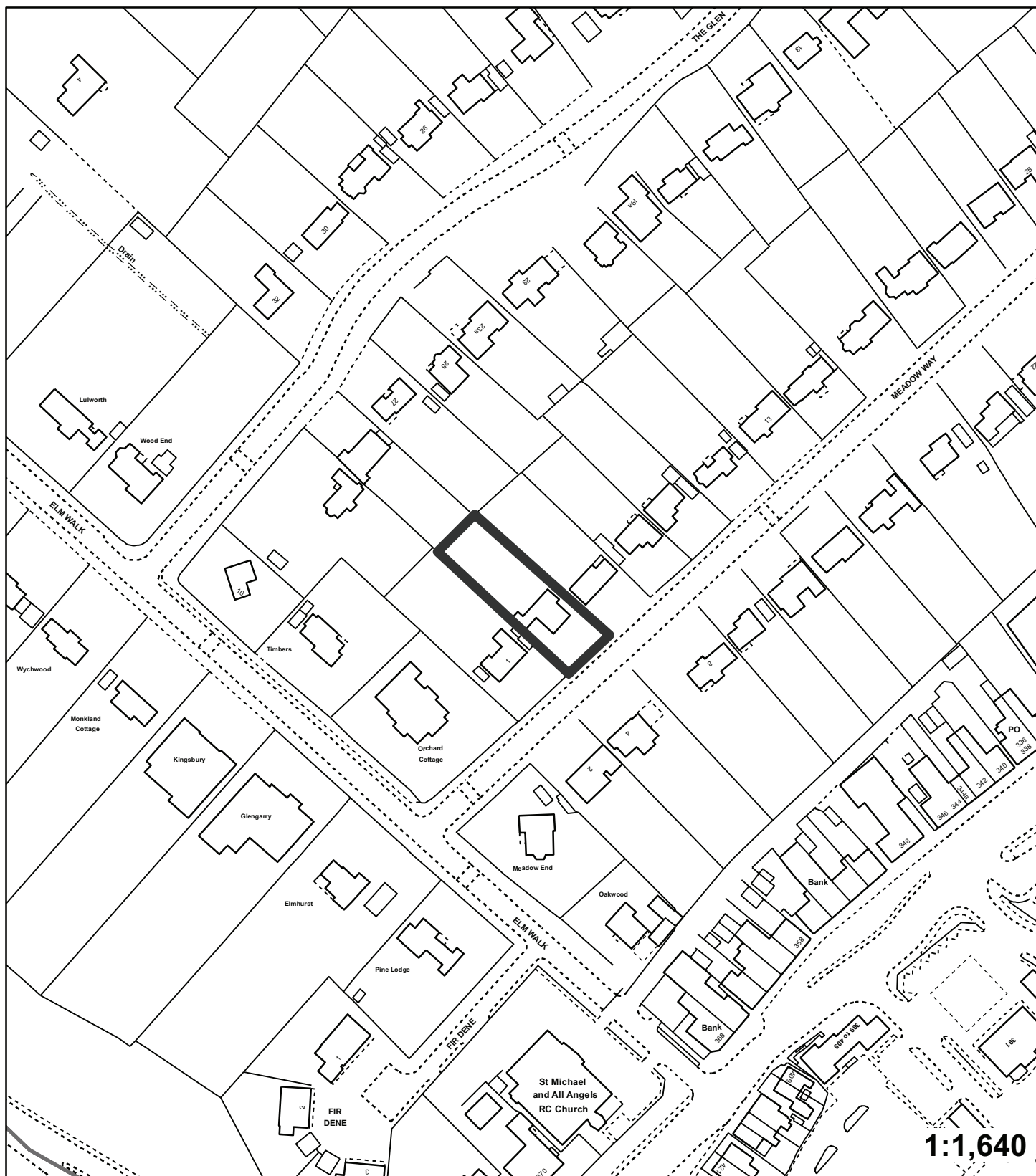
- (b) the character of the development in the surrounding area
- (c) the impact on the conservation area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the impact on pedestrian and vehicular safety
- (f) the transport policies of the UDP
- (g) the housing policies of the UDP

and having regard to all other matters raised.

**Application:**12/00165/MATAMD

**Address:** 3 Meadow Way Orpington BR6 8LN

**Proposal:** Minor Material Amendment - Elevational alterations to include raising threshold of garage door, lowering of ground floor windows, timber front door and single storey chimney stack. Increase in internal size of loft room to provide bedroom, bathroom and store room, and additional side



# Agenda Item 6.1

Report No.  
TPO2444

London Borough of Bromley

PART 1 - PUBLIC

<Please select>

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**Decision Maker:** Plans Sub Committee 2

**Date:** 29<sup>th</sup> March 2012

**Decision Type:** Non-Urgent Non-Executive Non-Key

**Title:** **OBJECTIONS TO TREE PRESERVATION ORDER 2444 AT 43 LOGS HILL, CHISLEHURST**

**Contact Officer:** Coral Gibson, Principal Tree Officer  
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**Chief Officer:** Bob McQuillan - Chief Planner

**Ward:** Bickley

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1. Reason for report

To consider objections that have been made in respect of the making of a tree preservation order.

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2. **RECOMMENDATION(S)**

The Chief Planner advises that the tree makes an important contribution to the visual amenity of this part of Logs Hill and that the order should be confirmed.

### Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
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### Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Planning Division Budget
  4. Total current budget for this head: £3.3m
  5. Source of funding: Existing revenue budget
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### Staff

1. Number of staff (current and additional): 103.89ftes
  2. If from existing staff resources, number of staff hours: N/A
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### Legal

1. Legal Requirement: Statutory requirement.
  2. Call-in: Call-in is not applicable.
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### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those affected by the tree preservation order.
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments: N/A

### 3. COMMENTARY

4. This order was made on 14<sup>th</sup> October 2011 and relates to 1 oak tree in the back garden of 43 Logs Hill. Objections have been received from the owner. He has raised two main concerns.

4.1. Firstly he considers that removing the tree would not impact on the view or interfere with any neighbour. He has stated that there is an expansive woodland incorporating oaks that stretches across the full width of the rear boundary and the protected oak tree is immediately in front of this woodland and the trees behind are a similar height. His garden slopes up steeply from the back of the house to the rear boundary which is above the level of the top of the roof. The oak tree is 10 metres from the boundary and is to the west of the house. The woodland to which he has referred is within the grounds of the flats at Holmbury Park and is also protected by a TPO. The oak tree in the garden of 43 is visible from Logs Hill and can be seen as an individual specimen in front of the woodland.

4.2. His second comment was that removing the tree would allow sunlight into the garden for longer into the day. Currently the tree blocks light in the mid to late afternoon curtailing enjoyment of sunny days prematurely. He feels aggrieved that his planned enjoyment is being compromised because of the TPO. The tree is a reasonable distance from the back of the house (over 20 metres) and is to the west. The tree will cause some shading of the top part of the garden from late afternoon but those in the woodland to the rear will contribute to the problem. It was noted that when the property was visited the majority of the garden was in full sunlight at midday.

### 5. POLICY IMPLICATIONS

This report is in accordance with Policy NE6 of the Council's adopted Unitary Development Plan

### 6. FINANCIAL IMPLICATIONS

None

### 7. LEGAL IMPLICATIONS

If not confirmed the order will expire on 14<sup>th</sup> April 2012.

### 8. PERSONNEL IMPLICATIONS

None

<b>Non-Applicable Sections:</b>	Financial and Personnel implications.
Background Documents: (Access via Contact Officer)	

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