



THE LONDON BOROUGH
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DATE: 12 November 2013

To: Members of the
DEVELOPMENT CONTROL COMMITTEE

Councillor Peter Dean (Chairman)
Councillor Alexa Michael (Vice-Chairman)
Councillors Graham Arthur, Douglas Auld, Eric Bosshard, Katy Boughey,
Lydia Buttinger, Nicky Dykes, Simon Fawthrop, Peter Fookes, John Ince,
Russell Jackson, Charles Joel, Mrs Anne Manning, Russell Mellor, Tom Papworth
and Richard Scoates

A meeting of the Development Control Committee will be held at Bromley Civic
Centre on **THURSDAY 21 NOVEMBER 2013 AT 7.30 PM**

MARK BOWEN
Director of Corporate Services

Public speaking on planning application reports is a feature at meetings of the Development Control Committee and Plans Sub-Committees. It is also possible for the public to speak on Contravention Reports and Tree Preservation Orders at Plans Sub-Committees. Members of the public wishing to speak will need to have already written to the Council expressing their view on the particular matter and have indicated their wish to do so to Democratic Services **by no later than 10.00 a.m.** on the working day before the date of the meeting.

The inclusion of public contributions, and their conduct, will be at the discretion of the Chairman. Such contributions will normally be limited to two speakers per proposal, one for and one against, each with three minutes to put their point across.

For further details, please telephone **020 8313 4745**.

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON
8 OCTOBER 2013 (Pages 1-10)**

4 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

In accordance with the Council's Constitution, questions to this Committee must be received in writing 4 working days before the date of the meeting. Therefore please ensure questions are received by the Democratic Services Team by 5 pm on Friday 15 November 2013.

5 PLANNING REPORTS

ITEM NO.	APPLICATION NUMBER AND ADDRESS OF DEVELOPMENT	PAGE NO.	WARD
5.1	(13/02555/DET) - Kent County Cricket Ground, Worsley Bridge Road, Beckenham	11-22	Copers Cope
5.2	(13/02556/DET) - Kent County Cricket Ground, Worsley Bridge Road, Beckenham	23-32	Copers Cope
5.3	(13/02711/FULL1) - Kent County Cricket Ground, Worsley Bridge Road, Beckenham	33-40	Copers Cope
5.4	(13/01973/FULL1) - Dylon International Ltd, Worsley Bridge Road, London SE26 5BE	41-52	Copers Cope

6 BECKENHAM CONSERVATION AREAS (Pages 53-68)

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DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.30 pm on 8 October 2013

Present:

Councillor Peter Dean (Chairman)
Councillor Alexa Michael (Vice-Chairman)
Councillors Graham Arthur, Douglas Auld, Eric Bosshard,
Lydia Buttinger, Nicky Dykes, Peter Fookes, John Ince,
Russell Jackson, Charles Joel, Mrs Anne Manning and
Russell Mellor

Also Present:

Councillors Will Harmer

21 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Katy Boughey, Simon Fawthrop and Tom Papworth.

22 DECLARATIONS OF INTEREST

In relation to item 6, Councillor Fookes declared he was a member of Bromley Labour Club, formerly located within the defined area for the Article 4 Direction. Although the Club had been sold he still remained a member.

23 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 12 SEPTEMBER 2013

RESOLVED that the Minutes of the meeting held on 12 September 2013 be confirmed and signed as a true record.

24 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

No questions were received.

25 PLANNING REPORTS

Members considered the following planning application report:-

Item No.	Ward	Description of Application
25.1 (page 15)	Bromley Town	(13/02451/OUT) - Demolition of existing building and erection of a part 3/part 11 story building comprising 1518 sqm Class B1 office floorspace and 71 residential units (25x1 bed; 30x2 bed; 16x3 bed flats), 47 car parking spaces and associated landscaping, servicing and cycle parking OUTLINE at 1 Westmoreland Road, Bromley.

Oral representations were received from Mr Zameel Syed speaking on behalf of local residents. Mr Syed submitted the following points in objection to the application:-

- Local residents objected to the proposal on the grounds that the layout and scale was detrimental to the amenities of local residents; this was previously acknowledged by the Council however, based upon the amended proposal, there appeared to be little difference.
- An 11 storey building would be completely out of character with surrounding residential properties. The height and semi ziggurat form of the tower would be incompatible with the setting of the adjacent listed and locally listed buildings.
- Contrary to the Area Action Plan (AAP), there would be a detrimental impact on the protected view of Keston Ridge. The evidence provided by developers showing how the view would not be impacted upon was inaccurate, if not misleading.
- Residents located immediately behind the proposed development (particularly those in Pinewood Road and Sandford Road), would be subject to a serious loss of privacy due to the height and alignment of the building.
- The proposal included a computer simulation of sunlight during the times of the day and months of the year. Residents considered this simulation to be inaccurate and levels of natural light available to the rear of properties in Pinewood Road would be affected. The timings of the sunlight simulation were also not extended enough and were, therefore, biased towards the development.
- The proposal would have a negative impact on road safety and traffic volume in the local area. There were two schools in the immediate vicinity with a large number of children and parents en route. The Westmoreland

Road junction was already busy and would become busier once the former Westmoreland Road car park regeneration scheme had been completed. Therefore, should the proposal be approved, measures should be put in place to make the junction easier for pedestrians to traverse.

In summing up, Mr Syed reported that although residents agreed that the site required redevelopment, the amended proposal did little to address previous and current concerns. Whilst he appreciated that in the current financial climate it was sensible to invest in schemes which would benefit the local economy, this should be done with a long term view and hand in hand with the local community. Mr Syed urged Members to reject the proposal.

Oral representations were also received from the applicant's agent, Mr Robert Clarke. Mr Clarke submitted the following points in support of the application:

- The principle of the proposed uses, in association with a tall building on site, was compliant with the Bromley Town Area Action Plan. The current proposals sought to address officer concerns (and the associated reasons for refusal), in respect of the previous application for hotel, residential and retail use for which the following should be acknowledged:-
 - The three storey podium block had been reduced to the approximate scale of the existing building, thereby addressing earlier reservations regarding long distance views to Keston Ridge;
 - The Section 106 obligations which had been agreed with the Council's advisors, related to the provision of affordable homes and the contribution of £350,000 would go towards, amongst other things, education and health services, thereby addressing previous concerns relating to scheme viability; and
 - The current proposal included provision of office space in direct response to earlier criticisms of the failure to provide such floorspace on site. The proposed office provision, unlike the existing on-site offer, would deliver grade A floorspace which would more readily attract potential blue chip and high profile occupiers to Bromley.
- The building had been designed to respect neighbouring properties in terms of amenity as well as the nearby locally/statutorily listed buildings. The development would be situated no closer to the properties in Pinewood Road than the existing building and adopted the height profile of the existing building relative to St Mark's School.
- The proposal satisfied parking standards as reinforced by the site's public transport accessibility and proximity to public car parks within the town centre.
- The development was, therefore, wholly acceptable in planning terms (with the principle of development being supported by the GLA).

Consequently, Mr Clarke urged Members to grant planning permission as recommended in the report and underpinned by the Highway Authority.

In response to Members' questions, Mr Clarke confirmed that should permission be granted, it was likely that the applicant would withdraw its appeal against the Council's refusal of the previous application. The podium had been reduced in height by 1m and was displayed on the drawings as a three storey building which allowed for a less restricted view of Keston Ridge. Although the proposed distribution of the 96 cycle spaces had been approved by the Highways Officer, Mr Clarke was agreeable to the imposition of a condition to redistribute spaces between the residential and office units.

The residential element of the scheme would subsidise the provision of office space which could not be provided in the previous application due to reasons of financial viability. Whilst the current proposals made provision for six affordable housing units, this was offset by a financial contribution to the Council via a Section 106 Agreement for the following community uses:-

- £264k for affordable housing elsewhere in the Borough;
- £33k for education;
- £13k for healthcare;
- £20k for the public realm; and
- £20k for the Town Centre.

The Section 106 Agreement would be subject to a profitability review.

Consultations had been conducted with local residents and whilst there was a need to maximise development potential, the applicant had respected the concerns of residents in regard to residential amenity to properties. The development would be situated no closer to residents in Pinewood Road than the existing building and where there was an increase in height, it was stepped further away from the properties. The rear of the building could be screened as much as possible in a number of ways to alleviate concerns in regard to privacy.

Mr Clarke duly noted Councillor Joel's request for the provision of disabled units to be included in the residential element of the scheme.

The Chief Planner submitted the following updates:-

- If permitted, the application would need to be referred to the Greater London Authority for final consideration;
- A Section 106 clause pertaining to the retention of office space should be incorporated; and
- The condition in regard to car parking and cycle spaces should stipulate the need to distribute the spaces proportionately between the office and residential units.

Councillor Dykes (Ward Member for Bromley Town), circulated photographs which highlighted the potential impact the development would have on views from the rear of properties in Pinewood Road. Councillor Dykes and her ward colleagues had spent a lot of time speaking with residents and considering the application in more detail. Despite some small changes made by the developer which were welcomed, they remained opposed to the application in support of local residents and the prosperity of the town centre. They remained concerned with the issues identified when the application was previously discussed by the Committee relating to the height and bulk of the building. Councillor Dykes urged Members to think carefully about whether or not the proposals took sufficient account of the safeguards set out in Policies BTC tall building and OSL 5.10, relating to:-

- the protected view of Keston Ridge from the High Street;
- the setting of listed and locally listed buildings; and
- the existing residential amenity of the adjacent residential streets.

Councillor Dykes briefly expanded on the following three points as follows:-

- The protected view of Keston Ridge - this view of open countryside from the High Street was identified as important in the 1986 Borough Plan and had remained so in the subsequent UDP plans as well as the current AAP. The previous application seriously compromised the view of the Keston Ridge and despite some changes being made (the reduction of just 1m), the views of the ridge remained obscured by the taller element. Therefore the objection on this ground remained.
- Settings of adjacent listed and locally listed buildings - These were statutory considerations in relation to the development. The setting of St Marks Church Tower was clearly compromised in views by this much taller building. The officer's report acknowledged that the scale and form of the building would have a significant impact on St Marks Church. The report also acknowledged that there would be an impact on the Grade II listed former St Marks school.
- Residential amenity - The height and stepped balconies at the rear of the buildings created overlooking issues for residents in the neighbouring road. Having seen the view of the existing building, particularly from properties in Pinewood Road, this had to be a consideration as the planned building was considerably larger. Equally important, the development intensification and pressure for car parking on surrounding streets by new residents and hotel users was an issue. The GLA recommended that the impact of the building should be assessed locally when reaching a decision so consultation with residents was crucial. Councillor Dykes had spent a lot of time with residents from Pinewood and Sandford Road looking at the existing impact of the DHSS and how the proposed development would compare. It was

right that the impact should be assessed locally and she hoped that other Members and officers took the time to visit these properties.

The report identified that the building steps back from the 5th -11th floor however, these were just small distances of 37m and 41m. The report was clear in that there would be a loss of prospect for properties in Sandford and Pinewood Road. However it then stated that on balance this was acceptable. Councillor Dykes strongly disagreed with this having stood in the gardens of the properties most affected.

Referring to the provision of office space in the current application, Councillor Dykes stated that when this first came to Committee, one of her objections was to the loss of office space. Although she welcomed the inclusion in the updated application, there was still a loss of office space with what was being lost not being fully replaced in this scheme. Councillor Dykes was very familiar with the developer's arguments against office space in that it was not viable and not in demand. Although there was a recognition that there was in fact demand for Grade A office space, she believed that would still be assertions that there was not a strong demand. Councillor Dykes highlighted to Members that this was incredibly short sighted. The Council had exciting plans for Bromley Town to make it more of an attractive offer for shoppers, businesses and families e.g. plans to bring the DLR to Bromley thereby improving the accessibility of the town centre and the recent upgrade of Bromley South Station. This was in an ideal position for premium office space, particularly given the proximity of Bromley South Station. Councillor Dykes did not believe that a hotel was a suitable replacement. To not maximise this opportunity and be hampered by short sightedness would be a real shame; the future vitality and needs of the town centre should be considered.

Whilst reading the officer's report, Councillor Dykes was struck by the fact that many of the important components of the application were not right but only considered 'on balance' to be acceptable. She did not agree that the protection of the Keston Ridge, listed buildings and residential amenity should be traded off and together these elements built a strong case that this application should not be accepted and residents deserved more than this.

Councillor Dykes moved that the application be refused.

Councillor Buttinger (along with other Members), was concerned that the 1m reduction in the height of the podium was not enough to ensure a less obscure view of Keston Ridge. For this reason, together with concerns relating to the height and mass of the development, Councillor Buttinger seconded the motion for refusal.

Councillor Arthur considered the majority of the development to be acceptable and as the applicant had carried out Members' previous requests to provide office space, reduce the height of the podium to improve the view of Keston Ridge and reduce the impact on neighbouring properties, he moved that the application be granted.

The Chairman commented that the site was located in an area defined within the AAP and permitted the erection of tall buildings. He considered the site to be a gateway into Bromley. It was difficult to assess the impact the development would have on listed buildings however, this was only an outline application and elements such as design and type of materials to be used would be considered as reserved matters at future meetings. One of the grounds for refusing the previous application was the lack of affordable housing; the current scheme provided for 6 affordable housing units and the applicant was offering £350k towards community use by way of a Section 106 Agreement. As a result, that particular ground for refusal had been overcome.

Similarly the ground for refusal due to lack of office space had been overcome and whilst further provision would be preferable, Members should recognise that the residential element was required to subsidise the current office space proposal and should, therefore, be considered sufficient.

The 1m height reduction of the podium was acceptable and should be welcomed.

The key issue involved the impact of the development on local residents, particularly occupants in properties along Pinewood Road and Sandford Road. However, as the rear of the properties already faced an existing 4 storey building, the impact would not be significantly different.

The Chairman had no concerns with regard to transport as the site was located in an area with a high PTAL ratio.

For the reasons set out above, the Chairman seconded the motion for permission to be granted.

Councillor Michael agreed that previous grounds for refusal had been overcome and alluded to the immense pressure put upon the Council to provide new homes. In this regard, the housing element of the scheme would assist the Council to achieve its housing targets. It was also preferable that houses be built on this site as opposed to being built on Green Belt land. Councillor Michael stipulated that the design and materials should be of a very high standard and it was crucial that reserved items such as this came back to DCC for consideration at a later date.

Councillor Fookes was concerned with the lack of affordable housing and suggested this was an ideal site for the provision of wheelchair housing. As a result of the development, improvements would need to be undertaken to the junction at Westmoreland Road.

RESOLVED that PERMISSION BE GRANTED (SUBJECT TO THE PRIOR COMPLETION OF A SECTION 106 AGREEMENT relating to office provision, affordable housing, education, health, wayfinding and public realm) and subject to final consideration by the Greater London Authority, as recommended. Permission was also subject to the

conditions and informatives set out in the report of the Chief Planner with the addition and amendment of the following conditions:-

8 Before any work is commenced, details of the layout of car parking spaces and apportionment of spaces between the office and residential use 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 or building 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) 1995 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

REASON: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

11 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter. The submitted details should include the apportionment of cycle parking spaces between the office and residential uses.

REASON: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

17 Details of proposals to provide dwellings capable of occupation by wheelchair users (including related car parking spaces) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted. Details submitted should be in accordance with the South East London Housing Partnership report 'Wheelchair Homes Design Guidance'. Details shall also be submitted to and approved in writing by the Local Planning Authority of proposals for the construction of all the dwellings hereby permitted as "Lifetime Homes" in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan 'Accessible London: achieving an inclusive environment 2004' prior to commencement of the development hereby permitted. The dwellings shall be constructed in accordance with the approved details.

Reason: In order to comply with Policy 3.8 of The London Plan to ensure that housing choice is secured on this site.

32 Before any works on site are commenced, an updated site-wide energy strategy assessment shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 40% better than Building Regulations. This should include the reduction from on-site renewable energy generation as set out in the Sustainability Appraisal and Energy Strategy Report. The final designs, including the energy generation, detailed layout and elevations shall be submitted to and approved in writing by the Authority and shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2011.

26 CHANGE OF USE FROM OFFICES TO RESIDENTIAL IN PARTS OF BROMLEY TOWN CENTRE - PROPOSED NON-IMMEDIATE ARTICLE 4 DIRECTION

Report DRR 13/124

Members considered a request to endorse the making of a 'non-immediate' Article 4 Direction withdrawing permitted development rights for change of use from office to residential. The Direction would apply to the Business Improvement Areas, as shown in the Area Action Plan and to nearby areas within a short distance of Bromley North and South Stations. It was considered expedient to restrict the change of use in these areas in order to avoid harmful impacts upon economic development.

The Chairman outlined the report and explained that the issue of a non-immediate Article 4 Direction would minimise the risk of compensation claims against the Council. He moved that the Article 4 Direction be endorsed. The motion was seconded by Councillor Jackson.

Councillor Mrs Manning asked what the Council would do if there was a rush for change of use within the 12 month notice period. The Chief Planner responded that where Article 4 Directions were concerned, this was not a risk-free option. An immediate Direction could be issued if later considered necessary.

A revised map of the defined areas within Bromley Town was circulated to Members.

RESOLVED that:-

- 1) **the making of a 'non-immediate' Article 4 Direction be endorsed in the terms described in the report, on the basis that it is expedient to restrict the change of use from offices to residential in parts of Bromley Town Centre; and**
- 2) **the matter be referred to the Renewal and Recreation PDS Committee and the Portfolio Holder for Renewal and Recreation to authorise the making of the Direction.**

27 LOCAL LIST OF VALIDATION REQUIREMENTS FOR PLANNING APPLICATIONS

Report DRR/13/114

Due to recent changes in legislation, Members considered an updated document relating to local information requirements for the validation of planning applications.

As part of the validation process, Councillor Mrs Manning suggested that applicants be requested to submit site plans showing the position of neighbouring buildings on either side of the application site. The inclusion of street scene drawings would also be useful and should include ground levels. The Chief Planner agreed to include these suggestions. Councillor Joel suggested it would be helpful if applicants submitted a set of photographs (rather than drawings) to be held on file.

Councillor Fookes asked if figures were available to show the number of applications which had been rejected. He was informed that officers work with applicants to resolve invalidity issues such as non-payment or incorrect payment of fees and inaccurate drawings. Consequently, out of approximately 3,000 applications, only a small number were finally rejected.

The Chairman moved (Councillor Jackson seconded), that the document be approved.

RESOLVED that the updated local information requirements document be adopted subject to the inclusion of the following requirements:-

- 1) **Applicants should submit site plans showing the position of neighbouring buildings on either side of the application site; and**
- 2) **Street scene drawings, including ground levels should be submitted.**

The meeting ended at 8.40 pm

Chairman

Agenda Item 5.1

Application No : 13/02555/DET

Ward:
Copers Cope

Address : Kent County Cricket Ground Worsley
Bridge Road Beckenham

OS Grid Ref: E: 537216 N: 170872

Applicant : Linden Ltd/ Galliford Try PLC

Objections : YES

Description of Development:

Details of appearance, means of access, landscaping, layout and scale relating to the 48 detached houses pursuant to Condition 1 of outline permission ref. 11/02140/OUT (granted for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre. Spectator stand for 2000-3000 people. Car parking. All weather/ floodlit pitches. 48 detached houses)
AMENDED PLANS RECEIVED (Please note that due to a printing error you may have already received this letter)

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Metropolitan Open Land

Proposal

Outline planning permission was granted (with all matters reserved) at the site under ref. 11/02140 for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre, spectator stand for 2000-3000 people, car parking, all weather/ floodlit pitches and an enabling development of 48 detached houses.

This application seeks approval for the details of the appearance, means of access, landscaping, layout and scale relating to the 48 detached houses pursuant to Condition 1 of outline permission ref. 11/02140. A separate application, seeking approval for the details of the appearance, means of access, landscaping, layout and scale relating to the cricket ground development is pending consideration under ref. 13/02556 and can also be found on this agenda.

The full details of the proposal, as set out by the applicant, are as follows:

- 48 detached dwellings of two and three storeys in height, comprising 12 house types and a mix of 3, 4 and 5 bedroom units
- all dwellings benefit from a private garden area which will be laid to lawn
- each dwelling has at least 2 car parking spaces (including spaces provided within integral and detached garages)
- development arranged around a spine road a single access point in Worsley Bridge Road, branching-off into cul-de-sacs
- gated access road to be shared surface for vehicles and pedestrians, finished in grey herringbone porous block paving
- parking spaces to be finished in burnt ocre block paving (stretcher bond)
- footpaths finished in natural stone paving (stretcher bond)

House types

The development comprises a total of 12 house types, including:

- 2 two storey 3/4 bedroom dwellings (with accommodation in roofspace)
- 25 two storey 4 bedroom dwellings
- 1 two storey 5 bedroom dwelling
- 11 two storey 5 bedroom dwellings (with accommodation in roofspace)
- 2 three storey 4 bedroom dwellings
- 7 three storey 5 bedroom dwellings

The heights of the dwellings range from a minimum of 8.3m to a maximum of 10.4m.

All dwellings will feature a similar palette of materials including yellow multi-stock bricks, white render and reconstituted stone detailing with dark grey concrete roof tiles and lead roofing to porches and bays with GRP used for the dormers. Windows will be white uPVC casements.

Detached garages

Double garages: located adjacent to plots 2, 17 and 42

- 6.6m in width, 6.4m in depth and a height of 5.5m

Single garages: located at plots 21, 35, 36 and 48

- 3.4m in width, 6.4m in depth and a height of 4.7m

Sub-station

Adjacent to plot 8

- 5.5m in width and depth, and a height of 4.4m

Landscaping

Landscaping works in the site will comprise hard surfacing for communal areas with different materials for the access road, car parking spaces and pedestrian paths. Soft landscaped borders are also proposed with shrubs and hedging, and new tree planting is also proposed. Private garden areas will be laid to lawn, and enclosed with 1.8m high close boarded fencing.

Updates to application drawings

Revised drawings were received on 24th September 2013 showing an amendment to the house type at plots 37-41 from three to two storeys in height, as well as a slight reduction in the overall depth of the house. A revised site layout plan was received on 30th September 2013 to correct an error in the annotation for the house types at plots 2 and 48. Updated site sections/elevations were provided on 18th October 2013 (to reflect the revisions made to the scheme). A revised plan for the house type 5BH2+ was submitted on 31st October 2013 to include the garage (renamed 5BH2+G). Detailed elevations of the detached garages and substation were submitted on 31st October 2013.

The application includes the following documents in support of the proposal:

Design and Access Statement - sets out the rationale behind the detailed design of the scheme and its evolution, and provides full details of the proposed development.

Landscape Design Statement - sets out details of and rationale behind hard and soft landscaping proposals.

Sustainability Statement - sets out sustainability measures incorporated into the development to comply with national, regional and local planning policy.

Transport Statement - sets out details of access, cycle and car parking provision, site layout and servicing arrangements. Includes an Arboricultural Statement (regarding street trees).

The application also includes a planning statement, which makes the following summary points in support of the proposal:

- the principle of development has already been established through the outline approval
- the proposal seeks for the rejuvenation of Kent County Cricket Club, to allow it to serve as an international sports venue whilst providing recreational facilities for local sports clubs and members of the public
- the scheme will deliver a high quality development in line with the Council's sustainability standards in a location benefiting from transport links in close proximity
- the scheme has been designed with full regard to its context and surrounding buildings and will have no negative effects on the site and its surrounding neighbours
- the proposals comply with national, regional and local policy including all relevant guidance and planning permission should be forthcoming.

Location

The application site comprises approx. 6.3ha of Metropolitan Open Land (MOL), which fronts Worsley Bridge Road and Copers Cope Road, Beckenham. The site is host to Kent County Cricket Club, which has been established at the ground since 2002.

At present the site is predominantly open in character, with a two storey pavilion building located to the south of the main cricket pitch, which is served by a relatively small car park to the east, accessed from Worsley Bridge Road. The immediate surrounding area is mixed in character. Areas to the south, east and north-east are broadly residential in character, excluding the adjacent Worsley Bridge Junior School (designated Urban Open Space) which is located at the junction with Worsley Bridge Road and Brackley Road, while to the west is the adjacent Crystal Palace FC Training Ground (designated MOL), flatted residential accommodation at Gallery House and Pavilion House (and dwellings beyond on the opposite side of Copers Cope Road). To the north-west on the opposite side of Copers Cope Road is the former NatWest sports ground, which is now host to an indoor play centre, a 5-a-side football centre and a gym/leisure centre.

Comments from Local Residents

Nearby owners/occupiers were notified of the application by letter, a site notice was displayed and an advertisement published in the local press. At the time of writing a total of 32 representations had been received, comprising 18 in objection and 14 in support.

The following comments were made in objection:

- objection to density of houses backing on to Gainsborough Close and Ashfield Close - the outline application originally proposed fewer houses along this boundary
- perverse and insensitive to site so many houses on this boundary where the northern boundary has fewer
- 48 houses, including some 3 storey dwellings, is an overdevelopment of the site
- concerns regarding increased traffic and parking demand
- road safety concerns given proximity to school
- impact on MOL
- objection to removal of trees along site boundary which will result in new dwellings overlooking properties in Worsley Bridge Road
- concern regarding proximity of garages and houses at plots 35 and 36 to Gainsborough Close
- objection to three storey houses which will result in overlooking
- loss of light and privacy
- cricket ground development smaller than previously envisaged whilst houses are larger
- no affordable housing proposed

- the developer should rearrange the site to move 3 storey houses away from nearby residents
- concern regarding impact on demand for school places locally
- loss of views of open space

The following comments were made in support:

- good facilities for local area and community (including local schools and businesses)
- support for new cricket facilities
- support for KCCC remaining at Beckenham
- development will maintain and enhance green character of the area and bring community benefit

Comments were received from the Copers Cope Area Residents' Association and the Palgrave Estate in support of the application.

The applicant provided a detailed response on local representations, which was received on 30th September 2013 and is available on file.

Comments from Consultees

Environmental Health raised no objection to the proposal.

Sport England commented on the proximity of the dwellings to the adjacent all-weather pitch and whether this is appropriate, but would like to see any conflict designed out and would not support restrictions on the hours of use of the all-weather pitch.

The Environment Agency raised no objection on flood risk grounds, and recommended that the Council ensures that soakaways are suitably sized and properly maintained for the lifetime of the development.

The Council's Waste Advisor indicated that waste collection will be at the curtilage of each dwelling and sufficient consideration should be given to ensure this does not block the access and egress to the property. The site access should be able to accommodate the Council's standard refuse vehicle and the roadways designed to support vehicles weighing 26 tonnes. The Applicant has confirmed (by letter dated 30th September) that sufficient space has been allocated for waste storage and the road layout has been designed to accommodate the size and weight of the Council's standard refuse vehicle.

The Council's Drainage Advisor confirmed that the submitted information is acceptable to comply with Condition 1 (of the outline permission ref. 11/02140).

Highways raised no objection to the proposal, with regard to access arrangements, car parking and cycle parking.

Planning Considerations

The application falls to be considered against the following policies:

Unitary Development Plan

- BE1 Design of New Development
- H1 Housing Supply
- T2 Assessment of Transport Effects
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees
- G2 Metropolitan Open Land
- G7 South East London Green Chain

The London Plan

- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.17 Metropolitan Open Land

The principle of a development of 48 detached houses at the site was established with the granting of outline planning permission under ref. 11/02140. Planning permission was granted with all matters reserved, and this application requires the Council to consider the acceptability of the detailed appearance, means of access, landscaping, layout and scale of the development. Matters relating to the acceptability of the development in principle, including the acceptability of this quantum of development in MOL are not material to the determination of this application.

Analysis

Appearance

The area immediately surrounding the site is not dominated by any one form of development, with detached, semi-detached and terraced dwellings and blocks of flats, of varying ages and forms. The proposed development comprises various house types which will share a palette of materials (including yellow stock bricks, render, stone detailing and grey tiling), resulting in a visually interesting but cohesive development. The majority of materials to be used are present in buildings near to the site, and in broad terms it is considered that the appearance

of the development would not be out of keeping with its surroundings. Each of the house types proposed include articulation and detailing such as gable features, bay windows and porches and materials in varying combinations to add interest. The access from Worsley Bridge Road will be flanked by two three storey dwellings (described by the applicant as 'gatehouse tower buildings') which will clearly define the entrance to the development and add visual interest to the Worsley Bridge Road site frontage, which will arguably be the most prominent and visible frontage in the wider area.

Means of access

The proposed means of access into the development will be via a single gated access point from Worsley Bridge Road. No technical Highways objections have been raised to this arrangement. The proposed access will require the removal of two street trees (horse chestnuts) located in Worsley Bridge Road. These are in poor condition and the Council's Street Trees Officer has raised no objection to their removal.

The internal access roads are considered to be acceptable from the Highways perspective, and have been designed to allow fire appliances and refuse vehicles to obtain access into and around the site. The proposed access roads within the site will remain private and will not be offered for adoption.

Landscaping

The scheme proposes new hard and soft landscaping for both communal and private areas within the development. The landscaping to the communal areas will principally take the form of hard surfacing for the access road, turning areas and parking spaces as well as pedestrian paths where provided. Differing materials are proposed for these surfaces which will add visual interest and soften the visual impact of the built development. Soft landscaping in the communal areas will include new tree planting and native shrub/hedge borders along parts of the access road, adding visual interest and providing an attractive setting for the development. Landscaping to the private amenity areas will principally comprise lawns, with some limited tree planting proposed.

Layout

Layout was a reserved matter at outline stage and the layout of the development as shown on the illustrative drawing submitted with the outline application was not fixed, but served to demonstrate that 48 houses could comfortably be accommodated on the site. The layout that is now before Members must be considered on its individual planning merits having particular regard to the spatial qualities of the development and the impact of the siting of dwellings on the amenities of neighbouring dwellings, particularly those which adjoin the site in Worsley Bridge Road, Ashfield Close and Gainsborough Close.

In broad terms, it is noted that the majority of dwellings will feature a minimum 2m separation flank-to-flank, although given the varied forms of the dwellings, some of which will include set-backs and integral garages with subservient roofs, the spatial

characteristics of the development are likely to appear more generous than this minimum separation might suggest. All of the dwellings will have adequate private gardens mostly at the rear, typically of around 9-10m in depth. The layout includes the opportunity for soft landscaped areas at the front of dwellings, and alongside parts of the access road, which will provide a satisfactory setting in this case. Whilst the dwellings at plots 1, 4 and 5 will be adjacent to the floodlit all-weather pitches proposed as part of the cricket ground development, these dwellings are orientated with their flank walls facing towards the pitches which, in conjunction with additional tree planting proposed along this boundary, should mitigate any adverse impact arising from the future use of the floodlights.

A number of dwellings will be positioned alongside the southern site boundary and adjacent to properties in Worsley Bridge Road, Ashfield Close and Gainsborough Close. These dwellings and the relationships presented are as follows:

Plot 45 - adjacent to flank boundary with No. 292 Worsley Bridge Road, orientated in same direction (side by side) and although set beyond the rear building line to No. 292 is located to the north and features a lower roof where adjacent to the common boundary. There is unlikely to be a significant impact on the amenities of No. 292 for these reasons.

Plot 43 - adjacent to flank boundary with No. 292 Worsley Bridge Road with back-to-flank relationship, and will be approximately 10m from the common boundary. Given the orientation of the dwellings it is not expected that an unacceptable visual impact will arise. Any views from the dwelling will principally be of the rear part of the rear gardens to No. 292 and No. 294 beyond, with only oblique views back towards the dwellings themselves. On balance it is considered that the relationship is acceptable.

Plots 37-42 - adjacent to rear boundaries of Nos. 6-11 Ashfield Close and Nos. 5 and 6 Gainsborough Close with back-to-back relationship. The dwellings at plots 37-41 have been reduced to a height of 2 storeys and the dwelling at plot 42 (which has roofspace accommodation) features only rooflights in the rear roofslope. A separation distance of at least 25m is proposed back-to-back, which is considered acceptable to mitigate any potential overlooking or visual impact in this case.

Plot 36 - adjacent to No. 5 Gainsborough Close, with back-to-flank relationship. The proposed dwelling will be set behind the building line at No. 5 although the separation between the buildings, which is around 5.5m, will soften the visual impact of the built development in this case. To prevent any undue overlooking, it is considered appropriate that the window in the first floor of the rear (eastern) elevation of the dwelling at plot 36, which is a secondary window to a bedroom, is obscurely glazed.

Plots 35 and 36 - adjacent to Nos. 1-4 Gainsborough Close with flank-to-back relationship. The dwellings at Gainsborough Close feature very short rear gardens, at around 4m in depth although it is possible that this will increase slightly if the original offer of a 2m strip of land as detailed in the outline permission and related legal agreement is accepted by the owners of these properties. The

proposed dwellings at Plots 35 and 36 will be positioned around a minimum of 14.5m from the rear of the dwellings in Gainsborough Close, although the main bulk of the proposed dwellings will be a further 3m beyond. Whilst the distances show that the dwellings are notably close to one another, the layout of the proposed development is such that views will mostly be directed between the two dwellings limiting any visual impact. Similarly, the orientation of the dwellings and siting of windows, with only a stairwell window in the nearest element of the proposed dwellings, which can be obscurely glazed, reduces the likelihood of an unacceptable degree of overlooking in this case. Each of these dwellings will feature single storey detached garages which will be positioned closer to the boundary with Gainsborough Close, which will further soften the impact of the dwelling beyond and with particular regard to Plot 36 further limit the potential for overlooking towards No. 4 Gainsborough Close.

Scale

As with the layout of the proposed development, any indication of the scale of the dwellings provided at outline stage was illustrative only, including any reference to the houses being of two storeys in height. The permission was granted for the principle of 48 detached houses and all matters of detail including footprints and heights were reserved for subsequent approval. Members will therefore need to consider the scale of the dwellings now proposed (which includes two and three storey development) having particular regard to the impact on the MOL, the amenities of neighbouring residents in Worsley Bridge Road, Ashfield Close and Gainsborough Close, and the character of the area in more general terms.

With regard to the impact on the MOL, it will be necessary to consider whether any actual harm to the openness or visual amenities of the MOL will arise. The proposal includes a range of house types which are varied in scale, ranging from 9m to 18.6m in depth and from 9m to 15.9m in width, and from two to three storeys in height, although the largest of dwellings are typically present in lower numbers and distributed across the site. Consequently, the general impression of the scale of the development remains varied and not unduly harmful to the openness or visual amenities of the MOL. Whilst the proposal does include a number of three storey dwellings, their height is not significantly greater than the two storey dwellings proposed (achieving additional accommodation through the use of roofspace in part), and as such the openness or visual amenities of the MOL should not be harmed in this case.

With regard to the impact on the amenities of neighbouring residents, as with the discussion of the layout of the development above it is principally the properties adjoining the site to the south at No. 292 Worsley Bridge Road (and to a lesser extent No. 294), Nos. 6-11 Ashfield Close and Nos. 1-4 and 5 and 6 Gainsborough Close which could be affected by the scale of the dwellings proposed. Dealing with these in turn, the dwelling at Plot 45 is a two storey unit with a subservient roof element where adjacent to No. 292 Worsley Bridge Road and is unlikely to result in a significant detrimental impact as a result. The dwelling at plot 43 is a three storey unit but adjoins the rear part of the garden serving No. 292 Worsley Bridge Road and is unlikely to give rise to a significant impact in this case with views towards the neighbouring dwelling being oblique. In addition the tree planting

along this boundary will further mitigate any impact as it becomes established. The dwellings at plots 37 - 41 are all two storey units, and on the basis of the information submitted with the application will have a similar overall height to the neighbouring dwellings in Ashfield Close, and be slightly higher than the dwellings at Nos. 5 and 6 Gainsborough Close, although the separation distances, at around 25m back-to-back are considered to be adequate and it is not anticipated that an unacceptable impact will arise in this case. The dwelling at Plot 42 is a two storey unit with accommodation in the roofspace, but is around 29m from the nearest dwelling at No. 6 Ashfield Close, and has only rooflights in the rear roofslope with dormers located at the front which will limit any potential overlooking and visual impact. The dwellings at plots 35 and 36 are also two storey units with accommodation in the roofspace, although the main bulk of the dwellings will be set away from the boundary with the neighbouring dwellings at Nos. 1-4 Gainsborough Close, limiting the visual impact in this case, whilst the proposed dormer windows will face to the north limiting any potential overlooking from the roofspace accommodation.

In more general terms, the scale of the development, which as discussed above is varied across the site, is not expected to impact detrimentally on the character of the area given the varied forms and scales of development in the vicinity. The Worsley Bridge Road site frontage (which is considered to be the most prominent in the wider area) will feature both two and three storey dwellings, with a two storey unit adjacent to No. 292 Worsley Bridge Road. It is considered that this will manage the transition between the existing and proposed development on the western side of Worsley Bridge Road successfully.

Conclusions

Members will be aware that the proposed development differs from the illustrative details submitted with the outline application, although as outline permission was granted with all matters reserved, only the principle of 48 houses was accepted and the details of the development were not fixed at that time. Members will need to carefully consider the acceptability of the details submitted, with particular regard to the appearance, layout and scale of the development and the relationship of dwellings to the sensitive southern site boundary which is shared with existing residential properties in Worsley Bridge Road, Ashfield Close and Gainsborough Close. However, as described in the preceding section, it is considered that the separation distances, the orientation of dwellings and windows and the scale of the dwellings are acceptable and that the development would not give rise to an unacceptable impact on the amenities of neighbouring residents.

Overall, the detailed appearance of the development, the landscaping details and the site layout are considered to be of the high quality required in policy terms, and the means of access raises no technical objections.

The application is considered to be acceptable on balance and it is recommended that Members approve the details.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/02140, 13/02555, 13/02556 and 13/027101, excluding exempt information.

as amended by documents received on 24.09.2013 30.09.2013 18.10.2013
31.10.2013

RECOMMENDATION: APPROVAL

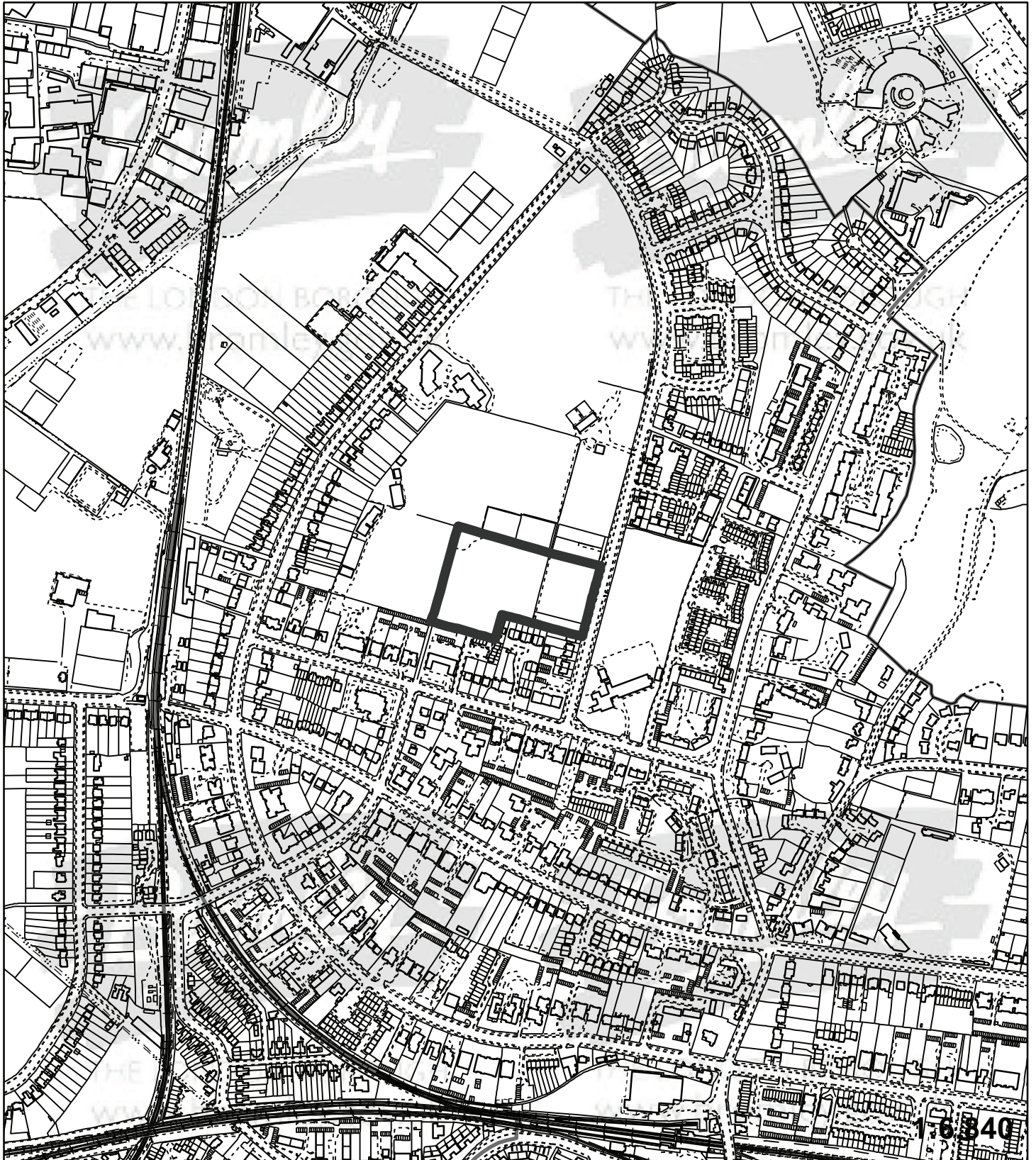
subject to the following conditions:

- 1 Before the development hereby permitted is first occupied the proposed stairwell windows in the dwellings at plots 35 and 36, and the first floor window in the eastern elevation of the dwelling at plot 36 shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.
ACI12R I12 reason (1 insert) BE1
- 2 ACC07 Materials as set out in application
ACC07R Reason C07
- 3 ACK01 Compliance with submitted plan
ACK05R K05 reason

Application:13/02555/DET

Address: Kent County Cricket Ground Worsley Bridge Road
Beckenham

Proposal: Details of appearance, means of access, landscaping, layout and scale relating to the 48 detached houses pursuant to Condition 1 of outline permission ref. 11/02140/OUT (granted for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility,



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

Application No : 13/02556/DET

Ward:
Copers Cope

Address : Kent County Cricket Ground Worsley
Bridge Road Beckenham

OS Grid Ref: E: 537216 N: 170872

Applicant : Linden Ltd/ Galliford Try PLC

Objections : YES

Description of Development:

Details of appearance, means of access, landscaping, layout and scale relating to the cricket ground development pursuant to Condition 1 of outline permission ref. 11/02140/OUT (granted for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre. Spectator stand for 2000-3000 people. Car parking. All weather/ floodlit pitches. 48 detached houses)

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Metropolitan Open Land

Proposal

Outline planning permission was granted (with all matters reserved) at the site under ref. 11/02140 for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre, spectator stand for 2000-3000 people, car parking, all weather/ floodlit pitches and an enabling development of 48 detached houses.

This application seeks approval for the details of the appearance, means of access, landscaping, layout and scale relating to the cricket ground development pursuant to Condition 1 of outline permission ref. 11/02140. A separate application, seeking approval for the details of the appearance, means of access, landscaping, layout and scale relating to the 48 detached houses is pending consideration under ref. 13/02555 and can also be found on this agenda.

The full details of the proposal, as set out by the applicant, are as follows:

A - All-weather/floodlit pitches

- pitches located in same position as outline stage

- all-weather 3G synthetic pitch ('rubber crumb') with 60mm pile, designed to meet the FIFA regulations
- tennis/basketball courts with porous macadam surface
- 3G pitch enclosed with 4.5m high steel mesh fencing, powder coated green
- tennis/basketball courts enclosed with 3m high steel chain-link fencing, powder coated green
- eight 13m high floodlighting columns to perimeter of 3G pitch
- four 10m high floodlighting columns to perimeter of tennis/basketball courts

B - Indoor Cricket Training Centre

- located in broadly similar position to that identified at outline stage
- building will measure approx. 44m x 42m and have a maximum height of 11.8m
- finished in white textured render on blue engineering brick plinth, with steel planting frame to Worsley Bridge Road and part of flank elevations
- pitched roof will be finished with light grey insulated cladding panels and flat roof finished in bitumen membrane
- metal framed windows powder coated grey
- functional mass of building broken in two with part-glazed link between double-height cricket hall and ancillary accommodation at the front of the building, with flat roofed section at rear and pitched/gabled design at front (facing the cricket ground) with pitches running flank-to-flank
- includes double-height indoor cricket training hall (suitable for 5 lanes), meeting rooms, changing facilities fitness room and plant on ground floor
- bar/lounge and function room on first floor with internal viewing gallery over indoor cricket training hall and outdoor terrace overlooking the cricket ground

C - Health and Fitness Centre

- located in broadly similar position to that identified at outline stage
- building will measure approx. 45m x 30m and have a maximum height of 11.8m
- finished in white textured render on blue engineering brick plinth, with light grey insulated panels, and with steel planting frame to Worsley Bridge Road and part of flank elevations
- pitched roof will be finished with light grey insulated cladding panels and flat roof finished in bitumen membrane
- metal framed windows powder coated grey
- functional mass of building broken in two with part-glazed link between double-height sports hall and swimming pool, with flat roofed section at rear and pitched/gabled design at front (facing the cricket ground), with pitches running front-to-back
- includes double-height multi-function sports hall at rear and swimming pool at front, with changing facilities and squash court on ground floor
- gym, fitness room and bar with outdoor terrace overlooking the cricket ground on first floor

D - Conference Facility

- located in broadly similar position to that identified at outline stage
- building will measure approx. 40.5m x 21.2m and have a maximum height of 11.4m
- exterior walls and roof finished in light grey insulated cladding panels with blue engineering brick plinth
- metal framed windows powder coated grey
- mass of building broken in two with part-glazed link between larger open-plan offices at rear and smaller rooms at front
- includes office accommodation, ancillary accommodation and meeting rooms on ground floor with further office accommodation and common area with outdoor terrace overlooking the ground on first floor

E - Permanent Spectator Stand

- located in broadly similar position to that identified at outline stage
- will have capacity of 2,048 seats, and will contain storage areas, toilets and cycle parking beneath
- stand has footprint of 869m²
- toilet areas measure 31m²
- storage areas measure 140m² with space for 20 cycles
- stand will have maximum height of 5.5m
- will be clad in horizontal timber boards
- seats will be palette of green colours, set on a concrete terraced structure with earth mounding at either end

Site layout, access and car parking

The site layout in respect of the cricket ground is very similar to that submitted as an indicative layout at outline stage. The three new buildings will be aligned in a curve, facing inwards towards the cricket ground, with the spectator stand located further round to the west. The all-weather pitches will be located to the south of the main access into the ground, with the residential element of the development beyond.

Access to the ground will continue to be via the existing entrances on Worsley Bridge Road, comprising the main access adjacent to the all-weather pitches and the other at the northern end of the site (which is currently only used on match days). The main access road arcing round the perimeter of the site along Worsley Bridge Road leading to an overflow car parking area at the northern end of the site, adjacent to No. 134 Worsley Bridge Road. A total of 95 permanent car parking spaces will be provided in spaces perpendicular to the main access road, with a further 125 spaces available in the overspill area to be used on match days. 50 cycle parking spaces will be provided, divided between the three main buildings and within the spectator stand.

Landscaping

Main access road to be surfaced in grey porous paving in herringbone pattern, with footpaths and parking spaces to be burnt ocre paving in stretcher bond pattern. Overflow parking area to be constructed from GOLPA paving system (plastic hexagonal cells which can be overplanted with grass). New tree planting is proposed around the edge of the new buildings and along the access road, with shrub planting beds adjacent to buildings.

The application includes the following documents in support of the proposal:

Design and Access Statement - sets out the rationale behind the detailed design of the scheme and its evolution, and provides full details of the proposed development.

Landscape Design Statement - sets out details of and rationale behind hard and soft landscaping proposals.

Sustainability Statement - sets out sustainability measures incorporated into the development to comply with national, regional and local planning policy.

Transport Statement - sets out details of access, cycle and car parking provision, site layout and servicing arrangements. Includes an Arboricultural Statement (regarding street trees).

The application also includes a planning statement, which makes the following summary points in support of the proposal:

- the principle of development has already been established through the outline approval
- the proposal seeks for the rejuvenation of Kent County Cricket Club, to allow it to serve as an international sports venue whilst providing recreational facilities for local sports clubs and members of the public
- the scheme will deliver a high quality development in line with the Council's sustainability standards in a location benefitting from transport links in close proximity
- the scheme has been designed with full regard to its context and surrounding buildings and will have no negative effects on the site and its surrounding neighbours
- the proposals comply with national, regional and local policy including all relevant guidance and planning permission should be forthcoming.

Additional detail in respect of the fencing to the all-weather pitches was received on 21st August 2013. Additional detail in respect of the proposed planting, including a detailed planting specification, was received on 19th September 2013. Additional detail in respect of the playing surface for the 3G pitch and extent of the cricket outfield was received on 25th September 2013.

Location

The application site comprises approx. 6.3ha of Metropolitan Open Land (MOL), which fronts Worsley Bridge Road and Copers Cope Road, Beckenham. The site

is host to Kent County Cricket Club, which has been established at the ground since 2002.

At present the site is predominantly open in character, with a two storey pavilion building located to the south of the main cricket pitch, which is served by a relatively small car park to the east, accessed from Worsley Bridge Road. The immediate surrounding area is mixed in character. Areas to the south, east and north-east are broadly residential in character, excluding the adjacent Worsley Bridge Junior School (designated Urban Open Space) which is located at the junction with Worsley Bridge Road and Brackley Road, while to the west is the adjacent Crystal Palace FC Training Ground (designated MOL), flatted residential accommodation at Gallery House and Pavilion House (and dwellings beyond on the opposite side of Copers Cope Road). To the north-west on the opposite side of Copers Cope Road is the former NatWest sports ground, which is now host to an indoor play centre, a 5-a-side football centre and a gym/leisure centre.

Comments from Local Residents

Nearby owners/occupiers were notified of the application by letter, a site notice was displayed and an advertisement published in the local press. At the time of writing a total of 22 representations had been received, comprising 11 in objection and 11 in support.

The following representations were made in objection:

- additional traffic from spectators, deliveries, and concerns regarding car parking
- noise and disturbance
- impact on MOL and loss of playing fields
- no need for another gym in the area or a conference facility
- it is understood that KCCC have scaled down their use of the ground and the original planning permission should be re-considered
- size of buildings has increased from outline approval
- design of buildings not in keeping with the area
- concerns regarding demand for infrastructure including water, power and telecommunications

The following comments were made in support:

- good facilities for local area and community (including local schools and businesses)
- support for new cricket facilities
- support for KCCC remaining at Beckenham
- development will maintain and enhance green character of the area and bring community benefit
- all benefits outweigh any negatives

Comments were received from the Copers Cope Area Residents' Association and the Palgrave Estate in support of the application.

The applicant provided a detailed response on local representations, which was received on 30th September 2013 and is available on file.

Comments from Consultees

Environmental Health raised no objection to the application.

Highways raised no objection to the proposal, with regard to access arrangements, car parking and cycle parking.

The Council's Drainage Advisor confirmed that the submitted information is acceptable to comply with Condition 1 (of the outline permission ref. 11/02140).

The Environment Agency raised no objection on flood risk grounds, and recommended that the Council ensures that soakaways are suitably sized and properly maintained for the lifetime of the development.

Sport England - any comments will be verbally reported to Committee.

Planning Considerations

The application falls to be considered against the following policies:

Unitary Development Plan

- BE1 Design of New Development
- T2 Assessment of Transport Effects
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees
- G2 Metropolitan Open Land
- G7 South East London Green Chain
- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- L9 Indoor Recreation and Leisure

The London Plan

- 3.19 Sports Facilities
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.17 Metropolitan Open Land

The National Planning Policy Framework is also of relevance.

The principle of a development of 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre, spectator stand for 2000-3000 people, car parking, all weather/ floodlit pitches at the site was established with the granting of outline planning permission under ref. 11/02140. Planning permission was granted with all matters reserved, and this application requires the Council to consider the acceptability of the detailed appearance, means of access, landscaping, layout and scale of the development. Matters relating to the acceptability of the development in principle, including the acceptability of this quantum of development in MOL, are not material to the determination of this application.

Analysis

Appearance

The detailed appearance of the 3 detached buildings is broadly acceptable. The function of the buildings, particularly the indoor cricket facility and the health and fitness centre dictates a requirement for a large, 'boxy' structure to provide the large double-height spaces required internally. However, the elevational treatment, with textured render and structural elements to add rhythm, together with the proposed planting screen, will add visual interest to these buildings and soften their visual impact in the street scene in Worsley Bridge Road. In addition, the main bulk of these buildings has been broken into two, with the 'boxy' element at the rear separated from the front portion of the building with a part-glazed link. This will further soften the visual impact of the buildings in question, and add interest to their overall form. The conference centre building is the smallest of the three proposed, and features a greater level of glazing on all elevations, with a more interesting gabled roof form at the rear.

All three buildings will be architecturally cohesive, sharing similar materials and design details including the first floor terraces overlooking the cricket ground and the part-glazed link between the two main components of the buildings, and in addition will accord with the design and materials of the existing pavilion building on the site. With particular regard to character, the immediate area is mixed, and whilst the proposed buildings would not be in keeping with the character and appearance of neighbouring dwellings their function dictates a very different form, which given their setting within a sports ground is considered to be acceptable.

The proposed spectator stand will be flanked by earth mounding which will ensure that it is well integrated in the ground's landscape and not unduly prominent. The use of green seating will further soften the visual impact of the stand when not in use. The rear of the stand, which will be visible from Copers Cope Road, will be clad in timber which again will soften its appearance.

The appearance of the proposed all-weather pitches and associated floodlighting columns and fencing, is dictated by the functional requirements of this element of the scheme. However, the proposed fencing will be green, which will minimise its visual impact, and the 3G pitch will have a similar appearance to turf and will not

be unduly prominent as a result. Whilst the tennis/basketball courts will result in additional hard surfacing with macadam, the extent of this area is considered to be relatively limited.

Means of access

The proposed access to the cricket ground will remain as existing for vehicular traffic and pedestrians, being via the existing main ground entrance on Worsley Bridge Road and the occasional access at the top of the ground next to No. 134 Worsley Bridge Road. No technical objections have been raised to the continued use of these accesses as a result of this proposal.

Landscaping

The scheme proposes new hard landscaping around the perimeter of the site, to facilitate vehicular and pedestrian access into the site, the car parking spaces and the new buildings. Differing materials are proposed for these distinct routes which will add visual interest to the development. The use of a reinforced grass surface for the overflow parking will limit the degree of site coverage with hard surfaces and provide an attractive, soft landscaped appearance when not in use.

New tree planting is proposed along the edge of the access road and between the new buildings, whilst shrub planting is proposed in beds to the south of each building also. It is considered that the soft landscaping proposals are satisfactory.

Layout

The site layout is very similar to the indicative layout submitted at outline stage. The existing function of the cricket ground and the location of the cricket square dictates the layout to a degree, with the three new buildings located on the edge of the cricket outfield facing in towards it to maximise views over the ground. The buildings align broadly with the position of existing roads branching off Worsley Bridge Road to the east, with generous separation retained between the buildings to allow views from the public realm and neighbouring dwellings through and across the open land to the west.

The all-weather pitches remain in a similar position to that shown at outline stage, being in a similar position to the existing floodlit pitches at the site, thereby minimising the likelihood of any additional impact on neighbours as a result of this aspect of the development.

The spectator stand is also in a similar position to that shown at outline stage, and would not give rise to any greater impact than was previously anticipated.

Scale

All three detached buildings fall within the illustrative scale parameters set out at outline stage, as follows:

Building B - Indoor Cricket Training Centre

- proposed height 11.8m, width 42m, depth 44m

Building C - Health and Fitness Centre

- proposed height 11.8m, width 30m, depth 45m

Building D - Conference Facility

- proposed height 11.4m, width 40.5m and depth 21.2m

The finished floor levels provided for the buildings indicate that they will typically be set between 2-3m lower than the street level in Worsley Bridge Road.

The outline approval for the spectator stand provides for a capacity of 2-3,000 people. The stand now proposed is for 2,048 and is broadly acceptable.

Conclusions

The proposed development is considered to be consistent with the illustrative details submitted at outline stage, and in some respects (with particular regard to scale) will result in a lesser impact than may previously have been anticipated. The detailed appearance of the development, the landscaping details and the site layout are considered to be of the high quality required in policy terms, and the means of access raises no technical objections.

The application is considered to be acceptable and it is recommended that Members approve the details.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/02140, 13/02555 and 13/02556, excluding exempt information.

as amended by documents received on 21.08.2013 19.09.2013 25.09.2013

RECOMMENDATION: APPROVAL

subject to the following conditions:

- | | | |
|---|-----------------|---|
| 1 | ACC07
ACC07R | Materials as set out in application
Reason C07 |
| 2 | ACK01
ACK05R | Compliance with submitted plan
K05 reason |

Application:13/02556/DET

Address: Kent County Cricket Ground Worsley Bridge Road
Beckenham

Proposal: Details of appearance, means of access, landscaping, layout and scale relating to the cricket ground development pursuant to Condition 1 of outline permission ref. 11/02140/OUT (granted for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

Agenda Item 5.3

Application No : 13/02711/FULL1

Ward:
Copers Cope

Address : Kent County Cricket Ground Worsley
Bridge Road Beckenham

OS Grid Ref: E: 537216 N: 170872

Applicant : Linden Ltd/ Galliford Try Plc

Objections : YES

Description of Development:

Permanent spectator stand (capacity 2,048 seats) and associated landscaping including remodelling of earth mound.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Metropolitan Open Land

Proposal

Planning permission is sought for a permanent spectator stand, for 2,048 persons, together with associated landscaping including the remodelling of an existing earth mound, at the Kent County Cricket Ground, Worsley Bridge Road, Beckenham.

Outline planning permission was granted at the site under ref. 11/02140 for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre, spectator stand for 2000-3000 people, car parking, all weather/ floodlit pitches and an enabling development of 48 detached houses. The spectator stand now proposed would replace the stand for which outline permission was previously granted which, following the carrying out of detailed site surveys, was found to be in the incorrect position to enable adequate visibility of the cricket playing surface. As the revised location for the stand falls beyond the extent of the application site identified at outline stage, a separate full planning application is required for this element of the development.

Members will note that an application seeking approval of all reserved matters in relation to the cricket ground development approved under ref. 11/02140 is being considered under ref. 13/02556 and is also to be found on this agenda. That application includes full details of a spectator stand for 2,048 persons in the original location, as required by Condition 1 of 11/02140, although the applicant does not intend to build a stand in this location for the reasons specified above.

The full details of the proposal, as set out by the applicant, are as follows:

- permanent spectator stand located in the north-western corner of the Kent County Cricket Club ground in Beckenham
- will have capacity of 2,048 seats, and will contain storage areas, toilets and cycle parking beneath
- stand has footprint of 869m²
- toilet areas measure 31m²
- storage areas measure 140m² with space for 20 cycles
- stand will have maximum height of 5.5m
- will be clad in horizontal timber boards
- seats will be palette of green colours, set on a concrete terraced structure with earth bunding at either end
- stand is accessed via a footpath from the main access area to the site
- landscaping around the stand will be minimal to allow the banked areas to be used as informal seating on match days

The application includes a Design and Access Statement and Justification, and a Landscape Design Statement. The Design and Access Statement offer the following points in support of the application:

- the principle of a stand at the ground, and its capacity, was considered with the outline planning permission
- the location of the stand is of paramount importance - a stand located in the wrong location, with the wrong orientation or indeed the wrong distance from the cricket playing square would render it, in some terms, useless, and great care should be taken to ensure it is correctly located
- following accurate surveys of the actual playing area, the correct location of the playing squares have been established
- in order to meet the requirements of KCCC and the ECB, an allowance needs to be made of a pitch of either side of the main pitch, forming the square, and the outer envelope of all three ovals can be established
- the stand has now been correctly located with these in mind, in the optimal position, allowing for safety margins and site screens
- the stand is closer to the playing surface than previously envisaged, and whilst slightly closer to the nearest dwelling (50m compared to 55m) the stand is still a significant distance away and will not affect the occupiers of the nearest residential neighbour
- the proposed landscaping will further reduce any perceived impact, ensuring that the stand blends in with the landscape.

Location

The application site comprises approx. 3.46ha of Metropolitan Open Land (MOL), which fronts Worsley Bridge Road and Copers Cope Road, Beckenham. The site is host to Kent County Cricket Club, which has been established at the ground since 2002.

At present the site is predominantly open in character, with a two storey pavilion building located to the south of the main cricket pitch, which is served by a relatively small car park to the east, accessed from Worsley Bridge Road. The immediate surrounding area is mixed in character. Areas to the south, east and north-east are broadly residential in character, excluding the adjacent Worsley Bridge Junior School (designated Urban Open Space) which is located at the junction with Worsley Bridge Road and Brackley Road, while to the west is the adjacent Crystal Palace FC Training Ground (designated MOL), flatted residential accommodation at Gallery House and Pavilion House (and dwellings beyond on the opposite side of Copers Cope Road). To the north-west on the opposite side of Copers Cope Road is the former NatWest sports ground, which is now host to an indoor play centre, a 5-a-side football centre and a gym/leisure centre.

Comments from Local Residents

Nearby owners/occupiers were notified of the application by letter, a site notice was displayed and an advertisement published in the local press. The following representations were received in response:

- spectator stand has only one access from Worsley Bridge Road which will increase traffic and pollution opposite a large residential development
- noise and disturbance
- KCCC fixture list does not justify the construction of a large stand
- impact on MOL
- parking provision insufficient for number of spectators

In addition to the above, one letter in support of the application was received.

The applicant provided a detailed response on local representations, which was received on 30th September 2013 and is available on file.

Comments from Consultees

Highways raised no objection to the development, and recommend a number of conditions.

The Council's Drainage Advisor requested a condition be imposed to secure details of the surface water drainage layout.

The Environment Agency raised no objection on flood risk grounds, and recommended that the Council ensures that soakaways are suitably sized and properly maintained for the lifetime of the development.

Sport England has objected to the proposal in the absence of clear justification that the revised spectator stand better meets the requirements of the club and the England and Wales Cricket Board. It is understood that this matter is currently being addressed by the applicant and any further comments in respect of this matter will be reported verbally at the meeting.

Planning Considerations

The application falls to be considered against the following policies:

Unitary Development Plan

- BE1 Design of New Development
- T2 Assessment of Transport Effects
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees
- G2 Metropolitan Open Land
- G7 South East London Green Chain
- L1 Outdoor Recreation and Leisure
- L6 Playing Fields

The London Plan

- 3.19 Sports Facilities
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.3 Designing Out Crime
- 7.6 Architecture
- 7.17 Metropolitan Open Land

The National Planning Policy Framework (NPPF) is also of relevance.

Planning History

Outline planning permission was granted (subject to legal agreement) under ref. 11/02140 for 3 detached buildings for use as indoor cricket training centre/ multi-function sports/ leisure facility, health and fitness centre and conference centre, spectator stand for 2000-3000 people, car parking, all weather/ floodlit pitches, together with an enabling development of 48 detached houses.

The reserved matters pursuant to the above permission are currently being considered by the Council under refs. 13/02555 and 13/02556 and can also be found on this agenda.

Conclusions

The principle of a spectator stand of the capacity proposed in this case was accepted under ref. 11/02140, albeit that stand was envisaged in a slightly different location. The main issues for consideration in this case will therefore be the impact of the stand in the location for which permission is now being sought on the character and appearance of the area, the openness and visual amenity of the Metropolitan Open Land (MOL) and the amenities of neighbouring residential properties.

In general terms, it is not considered that the revised location of the stand will have a significantly greater impact on the character of the area than previously expected. The proposed landscaping measures, with earth mounding at either end of the structure, will ensure that it is well integrated in the ground's landscape and not unduly prominent. The use of green seating will further soften the visual impact of the stand when not in use. The rear of the stand, which will be visible from Copers Cope Road, will be clad in timber which again will soften its appearance.

With regard to the impact on the MOL, the stand approved under ref. 11/02140 was previously found to be appropriate development, as an essential facility for the outdoor sporting use of the site by KCCC. The main consideration will therefore be whether any actual harm will arise to the openness and visual amenity of the MOL by reason of the siting and appearance of the stand, which were not previously determined. As discussed in the preceding paragraph, the design of the stand and the landscaping proposed will result in a development that is well integrated into the landscape, and views of the stand across the open land to the south will not be unduly harmed. The siting of the stand will result in a development which encroaches further into the more open land to the south, towards the cricket square, although this is necessitated by the requirement for the stand to allow adequate visibility of the cricket playing surface in order for the stand to perform its function and is not considered to be unduly harmful given the satisfactory appearance of the stand.

Finally with regard to the impact on the amenities of neighbouring dwellings, the stand has been rotated slightly to the west and slightly further towards the nearest properties in Copers Cope Road, than was previously envisaged. However, the development will have limited visual impact as views will mainly be towards the landscaped earth mounding at the western end, and not towards the stand itself.

If Members are minded to grant planning permission, it is recommended that this is subject to the prior completion of a legal agreement, to secure a deed of variation to the original legal agreement attached to permission ref. 11/02140, to allow for the revised spectator stand to be included within that agreement to ensure that all obligations can be adhered to and either stand constructed, but not both.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/02140 13/02555, 13/02556 and 13/02711, excluding exempt information.

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and 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 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |

- | | | |
|----|---|---|
| 4 | ACH01 | Details of access layout (2 insert) |
| | ACH01R | Reason H01 |
| 5 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 6 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 7 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 8 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 9 | ACH30 | Travel Plan |
| | ACH30R | Reason H30 |
| 10 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |
| 11 | ACK01 | Compliance with submitted plan |
| | ACK05R | K05 reason |
| 12 | Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter. | |

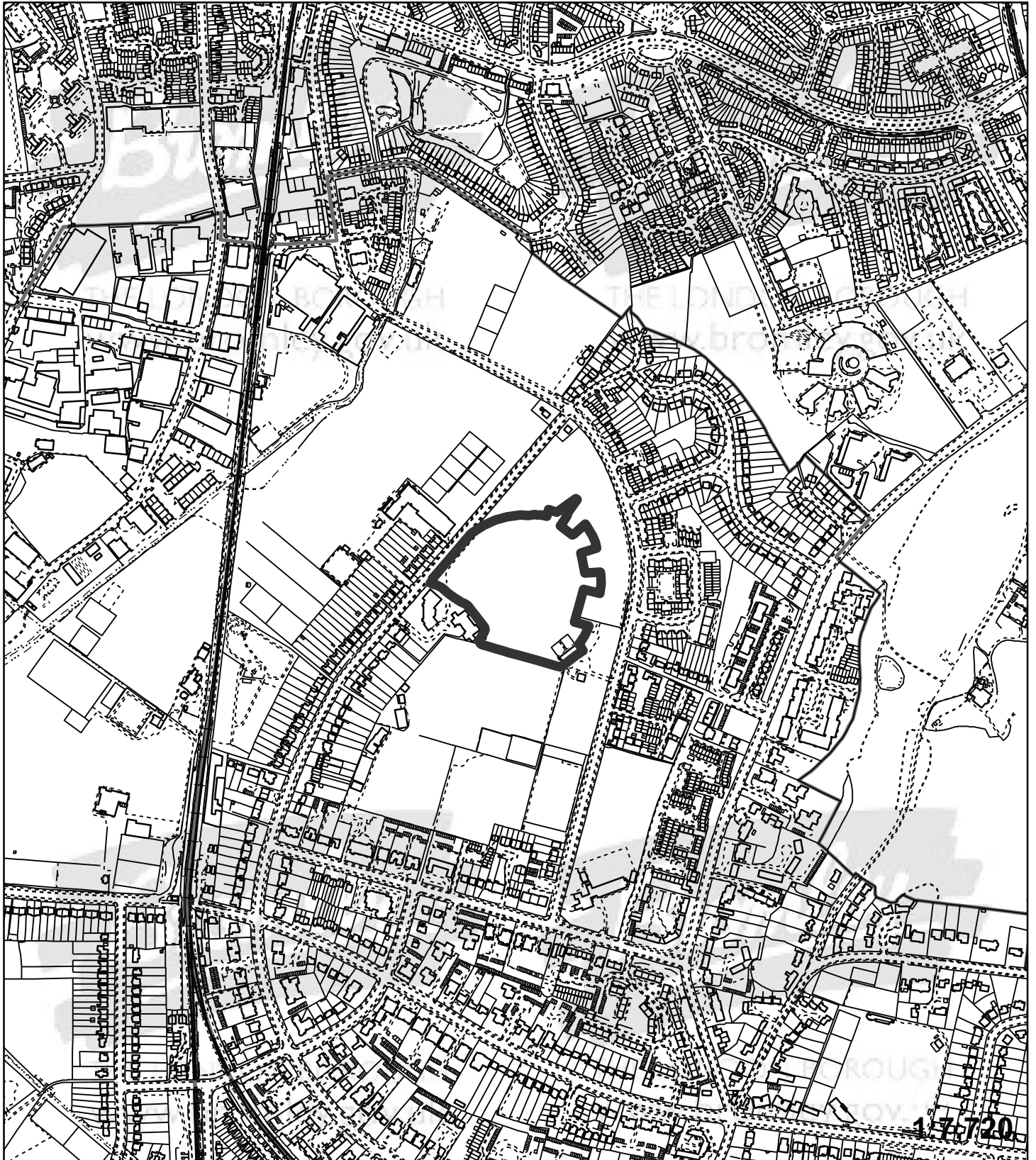
In order to check that the proposed storm water system meets our requirements, we require that the following information be provided:

- A clearly labelled drainage layout plan showing pipe networks and any attenuation soakaways.
 - Where infiltration forms part of the proposed storm water system such as soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
 - Calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.
- ADD02R Reason D02

Application:13/02711/FULL1

Address: Kent County Cricket Ground Worsley Bridge Road Beckenham

Proposal: Permanent spectator stand (capacity 2,048 seats) and associated landscaping including remodelling of earth mound.



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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Agenda Item 5.4

Application No : 13/01973/FULL1

Ward:
Copers Cope

Address : Dylon International Ltd Worsley Bridge
Road London SE26 5BE

OS Grid Ref: E: 536890 N: 171285

Applicant : Relta Ltd

Objections : YES

Description of Development:

Erection of five storey building comprising 74 residential units; A1 retail; A3 cafe/restaurant and a D1 creche in place of Block A03 forming part of the approved planning permission 09/01664 for the redevelopment of the Dylon site

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Metropolitan Open Land

Proposal

An appeal against the Council's non-determination of this application within the statutory 13 week period has been received and Members are requested to consider whether there are grounds upon which to contest the appeal. The scheme involves the replacement of previously permitted office accommodation with 74 residential units. The proposal is summarised as follows:

- five storey building comprising 74 residential units, A1 retail (249m²) unit, A3 café/restaurant (113m²) unit and a D1 creche (624m²) in place of Building A03 which was proposed to include 6,884m² of office floorspace. This office building was approved as part of the implemented planning permission granted at appeal (LBB ref. 09/01664) for a mixed use redevelopment comprising basement car parking and 2 part five/ six/ seven/ eight storey blocks for use as Class B1 office accommodation (6884m²)/ Class A1 retail (449 sqm)/ Class A3 cafe/ restaurant (135 sqm)/ Class D1 creche (437 sqm) and 149 flats (32 one bedroom/ 78 two bedroom/ 39 three bedroom)
- additional 74 secure cycle storage spaces will be provided at basement level
- overall design and scale of the proposed building remain unchanged from that of approved Block A03
- balconies will be added to the rear elevation of the building.

Location

- 1.119 hectare irregular shaped site is currently occupied by part of the 1930s built former Dylon factory, including the office building to the front of the site
- site is located to the south of Station Approach and to the west of Worsley Bridge Road
- Hayes to Charing Cross railway line abuts the western boundary and the former Dylon sports ground lies to the south
- north side of Station Approach lies within the London Borough of Lewisham where the Broomsleigh Business Park extends to the north on the west side of Worsley Bridge Road and generally comprises older style business accommodation
- Gardner Industrial Estate and the Abbey Trading Estate lie to the west of the site beyond the railway line and include modern two to three storey sheds
- there are 1930s or 1940s built two and three storey industrial buildings on Worsley Bridge Road to the southeast of the site
- there are a number of sports pitches in the surrounding area, including a large area of designated Metropolitan Open Land to the south and east of the site
- there is a residential estate built in the 1990s comprising a mixture of two storey houses and a three storey block of flats opposite Worsley Bridge Road to the east of the site
- site has a Public Transport Accessibility Level (PTAL) level of 2 (low).

Application documents

- Sustainability Appraisal and Energy Statement
- Transport Statement
- Energy Assessment and Renewable Feasibility Report
- Code for Sustainable Homes Pre-Assessment
- Architectural Design Statement

The application is accompanied by an Office Market Report which includes the following points:

- office uses are not viable on market based terms - although the site is well located next to Lower Sydenham Station the evidence from marketing has proved that there is no demand for the approved office floor space
- since 2009 there has been an overall weakening of demand for offices within this part of London and supply levels have continued to increase
- no shortage of office floorspace throughout Bromley, even in preferred office locations
- it is recognised by the Council's consultants that new office development in the Borough is no longer viable, even in Bromley town centre
- suburban office market in south east London is in structural decline and this market reality will not change - prospective major redevelopment proposals in Croydon (retail led) will further divert any demand from back office/footloose "outliers" away from Bromley in the medium to long term

- latest London Policy review demonstrates that most large occupiers in Bromley are referred to as "outliers" that can easily relocate - Bromley is unlikely to be seen as a significant office area in the long term and this also impacts upon the need for offices in non recognised locations such as Lower Sydenham
- existing vacancy rates in Bromley town centre are approaching 20% and there is a realistic pipeline representing over 10 years supply
- indicators suggest there is a declining market requirement for offices in Bromley generally and a secondary area such as Lower Sydenham will decline more rapidly
- office rental levels in Sydenham (£9.50 per sq. ft. approx.) are only marginally above industrial values - there is no prospect for office development in such circumstances and this position is not going to change
- high development costs cannot be adequately "subsidised" by the residential element of the permitted scheme (on the application site) which itself attracts high costs
- there is over 69,000 sq m of existing accommodation on the market in Bromley and Lewisham in 189 buildings and a further 27,000 sq m of unimplemented permissions in Bromley town centre - many of these can be subdivided into smaller units - in quantitative and qualitative terms there is an excessive level of choice for potential occupiers
- it is recognised that there is a need to provide some new stock where circumstances allow as the limited growth areas (from SME's) in certain evolving areas of employment generation will be attracted to new flexible accommodation but the issue remains that viability is compromised and new development can rarely be justified
- offices within the permitted scheme have been marketed since 2010 but in view of the lack of any interest for the accommodation the scheme as a whole is not viable
- despite extensive marketing there has additionally been no interest shown for the site as a whole
- proposed amendment to the scheme will not have any detrimental impact on the supply of employment land (and office space in particular) in the market search area either immediately or in the longer term.

The application is accompanied by a document entitled 'Employment and Training' which states that the retail unit, café and nursery / crèche within the approved scheme will support up to 59 full time jobs. Furthermore, it is expected that an average of 162 construction jobs will be generated during the 24 month construction period.

Comments from Local Residents

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

- out of character / overbearing scale
- inadequate car parking
- increased demand for on-street car parking

- increased pressure on local infrastructure and services, in particular education, healthcare and transport
- loss of light to Montana Gardens properties
- café should not be a fast food outlet which would add nothing to the community and will result in increased litter.

Comments from Consultees

There are no objections from the Council's in-house drainage consultant.

There are no objections in terms of highways.

Thames Water has no objections.

There are no objections in terms of Environmental Health.

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

Planning History

Planning permission was granted at appeal in April 2010 for a mixed use development on the whole factory site comprising basement car parking and 2 part five/ six/ seven/ eight storey blocks for use as Class B1 office accommodation (6884 sqm)/ Class A1 retail (449 sqm)/ Class A3 cafe/ restaurant (135 sqm)/ Class D1 creche (437 sqm) and 149 flats (32 one bedroom/ 78 two bedroom/ 39 three bedroom). The following are excerpts from the Inspector's report:

'The site lies within the designated Lower Sydenham business area. Under policy EMP4, only Class B uses will be permitted in such areas. The proposal for a development that includes extensive residential floorspace on the site is therefore contrary to this.

The appellant's evidence is that redevelopment of the site for employment use would not currently be viable without a residential component to facilitate this. The Council accepts this position. It provides a strong consideration in support of a mix of uses on the site that includes residential accommodation, with the Council regarding the housing gain and especially the provision of affordable housing as a substantial benefit of the scheme.

While the Council would prefer a continuation of use of the site for industrial purposes, there is no preclusion in principle against office use in business areas among the list of uses permitted by policy EMP4. Large new offices, however, are subject to the provisions of policy EMP1. Under this policy such office developments, defined as more than 2000m², are to be located on defined proposals sites or within Bromley or other identified town centres; outside these, office developments above this size will be permitted only on sites that are highly accessible by public transport and by other modes of transport.

No objection has been raised by the Council with respect to the non-public transport accessibility of the site. The appellant contends that, for office development, the site also qualifies as 'highly accessible' by public transport on the basis of the location adjacent to Lower Sydenham railway station and the proximity of bus routes. It is argued that the calculated PTAL rating of 2 (low accessibility) on its own is misleading in that this is a London-wide index which ignores catchment areas and is not use specific.

The station provides a frequent train service from Hayes towards Lewisham and central London with good potential for connections to a wide range of destinations. It would be very convenient for office workers to use and no doubt be a major factor in attracting an office occupier to the site. The appellant also demonstrates a relatively large catchment of potential employees within walking and cycling distances. However, bus services are less convenient; the stop for one service is some 100m away but others are at least 450m away. Policy T1 requires B1 developments of over 4000m² to be on sites with a PTAL rating of 3 or above. While the PTAL index is only a guide, having regard to the combined number and distance of public transport services I regard the accessibility of this site for office development as good rather than high, and consider that there is some conflict with the UDP in this respect.

There is agreement that the UDP employment policies are up-to-date for the purposes of PPS4, and I have no reason to take a different view on this. Since I have found the office element not to be fully in accord with the development plan, there is a need under PPS4 to consider the office proposal against sequential and impact test requirements.

The appellant's evidence addresses the potential of alternative sites in the Borough for the type of large floorplate modern office development proposed. This concludes that there are no town centre or edge-of-centre sites that are currently available, suitable and viable for the development, including by way of mixed use development or refurbishment of existing properties. Viability constraints in particular mean that there is little prospect of new office stock being developed in the Borough in the foreseeable future. This evidence is unchallenged and reinforced by the findings of both the Council's recent GVA Grimley employment report for the Borough and the Greater London Authority's London Office Policy Review 2009, and the Council has not suggested that any other site is sequentially preferable. With respect to impact, there is no evidence that there would be any negative effects from office development of this site on town centres or in other respects identified in PPS4.

The Grimley study is relied on by both parties and is more locally focussed than general London Plan statements on office demand. The study finds that the lack of a quality office offer has been identified consistently as a significant constraint to economic development in the Borough. Under its preferred scenario a shortfall of around 120,000m² of office floorspace is calculated for the period 2006-21, split between in-centre and out-of-centre. Addressing the shortfall of large flexible office floorplates even with planned

investments in town centres is identified as a long term priority for the Borough. While in the same scenario the report also identifies an under-supply of other business space (B1c, B2) of around 28,000m², it suggests that this could be subsumed within an oversupply of warehousing/distribution space.

The Mayor's Supplementary Planning Guidance on Industrial Capacity of 2008 categorises Bromley as a Borough where there should be only a restricted transfer of industrial land to other uses, and it has relatively low amounts of such land. However, little weight can be given at present to a possible future designation of the business area as a locally significant industrial site. This possibility does not provide a basis to override the existing absence of policy protection specifically for industrial use of the site.

The site has been marketed, and there are no criticisms as to the adequacy or robustness of this process. No takers have been forthcoming, and it is undisputed that the nature and condition of the premises make them unattractive to potential occupiers. The appellant has produced viability assessments which show convincingly that redevelopment of the site for new industrial accommodation would not be viable in foreseeable market conditions. The Council suggests the possibility of lower cost sub-division for multibusiness occupation as has occurred with a neighbouring site. However, the market exposure would not have excluded such potential schemes and the appellant points to the particular physical constraints of the appeal premises that would inhibit sub-division of this type. Within this context I find the Council's evidence on turnover of premises within the business area and on the demand for space for small businesses to be of limited relevance to this site. The appellant's evidence on the availability of industrial buildings in Bromley and adjacent Lewisham indicates that there is not at present a demonstrable shortage of industrial land.

The proposal would provide for a similar quantum of business floorspace as that replaced, and the potential employment density would be higher. There would therefore be no loss of employment. Given the appellant's evidence on the shortage of new offices in accessible locations I find no reason to anticipate that the offices would not be occupied, notwithstanding the extent of vacant offices and unimplemented permissions elsewhere. There is no evidence to show that the proposal would have an adverse impact on business activities in the remainder of the business area.

Drawing all of the above together, I consider that there are strong factors favouring the proposed mix of uses such as to outweigh the degree of conflict with the development plan.'

Following the applicant's appeal against the Council's non-determination of the application a duplicate application has been received (ref. 13/03467).

The start date for the appeal is 7 November 2013 and the deadline for submission of proofs of evidence is 7 January 2014.

Planning Considerations

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

UDP:

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T15 Traffic Management
- T18 Road Safety
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- NE7 Development and trees
- BE1 Design of New Development
- BE2 Mixed Use Development
- BE10 Locally Listed Buildings
- BE17 High Buildings and the Skyline
- NE7 Development and Trees
- G6 Land adjoining Green Belt or Metropolitan Open Land
- EMP1 Office Development
- EMP2 Office Development
- EMP4 Business Areas
- S7 Retail and Leisure Development
- C2 Community Facilities and Development
- C3 Access to buildings for people with disabilities
- ER7 Contaminated Land
- ER9 Ventilation
- IMP1 Planning Obligations

London Plan:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London: Economy
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Peoples Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.13 Affordable Housing Thresholds
- 4.1 Developing London's Economy
- 4.4 Managing Industrial Land and Premises
- 4.12 Improving Opportunities for All
- 5.2 Minimising Carbon Dioxide Emissions

- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.3 Assessing the Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.14 Improving Air Quality
- 7.15 Reducing Noise and Enhancing Soundscapes
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy.

Policy EMP4 of the Unitary Development Plan states that designated business areas are only suitable for Class B1, B2 and B8 use. The subtext at Paragraph 10.18 of the UDP states that 'the Business Areas consist largely of land with established light industrial and warehousing uses. The Council wishes to safeguard a supply of such land in the Borough to provide for the growth and development of business and industry. Consequently, proposals in the Business Areas for uses not within Use Classes B1 to B8 will not normally be permitted.'

London Plan Policy 4.4 is concerned with the management of industrial land. It states that a rigorous approach should be taken in the management of land to ensure there is sufficient stock of both land and premises to ensure the future needs of different types of industrial and related uses is met in different parts of London. The release of surplus industrial land will only be allowed where this is compatible with these requirements and where such a release contributes to local planning objectives such as housing, social infrastructure or town centre renewal. Bromley is ranked as being restricted in terms of the transfer of industrial land to other uses due to having low levels of industrial land relative to demand. Boroughs within this category are encouraged to have a more resilient approach to such changes of use.

The National Planning Policy Framework states at paragraph 22 that:

'Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should

be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.'

The London Borough of Bromley Retail, Office, Industry and Leisure Study (March 2012) prepared by DTZ identifies a significant requirement for office space (121,000m²) driven by business services and financial services.

The London Borough of Bromley Economic Development and Employment Land Study (January 2010) states that 'the employment data suggest that there will be a need in the longer term for additional office Floorspace'.

The following healthcare and education infrastructure contributions would be sought in accordance with the Council's Planning Obligations SPD:

Education

Pre-School:	£17,830.42
Primary:	£72,908.56
Secondary:	£66,813.45
Further Education:	£37,565.06
Total:	£195,117.49

Health

Total:	£76,970.00
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Education and Healthcare	£272,087.49
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Nil affordable housing is proposed within the scheme and the applicant is proposing a contribution of £183,515 (including monitoring and legal fees) towards education infrastructure only. The proposal is therefore not in compliance with the Council's policies regarding affordable housing and planning obligations. The applicants have submitted a financial viability appraisal to seek to demonstrate that any provision of affordable housing and additional planning obligations would render the development unviable. Officers subsequently commissioned external expert advice from consultants to review the appraisal. Their report advises that there are fundamental differences of opinion in regard to the costs, values and viability of this site. In particular there is disagreement regarding the capital value of the development, the marketing/disposal costs and the finance costs. The advice received is that the scheme could viably support a larger Section 106 financial contribution and up to 25% on site affordable housing across the scheme as a whole.

Planning permission is being sought on the neighbouring Maybrey Works site for a part 5, part 7 storey building with 4,122m² of Use Class B1 floorspace on the ground floor with 147 residential units above with new access arrangements, provision of 183 car parking spaces at basement level and landscaping, refuse and

recycling facilities (ref. 13/01815). It can be noted that business floorspace is considered viable on this neighbouring site.

Conclusions

Apart from the introduction of balconies to the rear elevation of Block A03 facing into the site and the appearance of the building remains otherwise unchanged from the approved scheme. The revised scheme can therefore be considered acceptable in terms of its impact on character and there will be no unduly harmful impacts on the residential amenities of the occupants of nearby residential dwellings. The main issues to be considered in this case are as follows:

- acceptability of nil affordable housing and £43,087.49 shortfall in terms of healthcare and education infrastructure contributions
- acceptability of 74 residential units in place of the approved office floorspace, i.e. the loss of employment land.

The advice received by the Council from the independent consultants Colliers International indicates a significant difference of opinion regarding the viability information submitted by the applicant. On this basis it is considered that the applicant has not adequately demonstrated that the scheme is unable to support affordable housing provision and a policy compliant healthcare and education infrastructure financial contribution. It is therefore recommended that the appeal is contested on this ground.

The applicant has advised that they may submit an updated Financial Viability Assessment before the appeal and therefore a further report to a planning committee may follow for Members to consider the revised information.

The site is a designated business area within the Unitary Development Plan. The previous planning permission was granted on the basis that there were significant material planning considerations to outweigh the non-compliance with Policy EMP4 which requires only B1, B2 and B8 uses in business areas. The Inspector placed considerable weight on the office accommodation and stated that he found 'no reason to anticipate that the offices would not be occupied, notwithstanding the extent of vacant offices and unimplemented permissions elsewhere'. The applicant has submitted a report which states that there is no longer any demand for the office accommodation. It therefore appears that the office market has been very volatile in the period since planning permission was granted and it may be short sighted and premature to allow the loss of the office floorspace when demand could recover in the medium to long term.

The proposal conflicts with the Council's aim to safeguard a supply of land in the Borough to provide for the growth and development of business and industry. The findings of the DTZ (2013), GVA study (2010) and the Mayor of London's projections for job creation in the Borough emphasise the importance of ensuring a supply of business sites to meet future need. The Council's evidence base points strongly to a need for office floorspace in the Borough to accommodate the GLA's forecasted employment growth. The DTZ (2012) study clearly states that there is "a significant requirement for office space (121,000m²) driven by business services

and financial services". Significant weight can therefore be placed on the retention of office floorspace on site.

The UK economy has recently been in recession and is currently characterised by sluggish growth. If residential development of the site is permitted then the business opportunities offered by the site will be lost permanently. It is Council policy to safeguard a supply of business land for the future growth and development of business industry. Retaining existing commercial sites within the Borough has significant sustainable development advantages in terms of providing both local employment opportunities and local services.

It is recommended that the appeal is also contested on grounds that the scheme does not provide Use Class B1, B2 or B8 floorspace and there are no material planning considerations that outweigh non-compliance with Policy EMP4 of the Unitary Development Plan.

RECOMMENDATION: RESOLVE TO CONTEST APPEAL

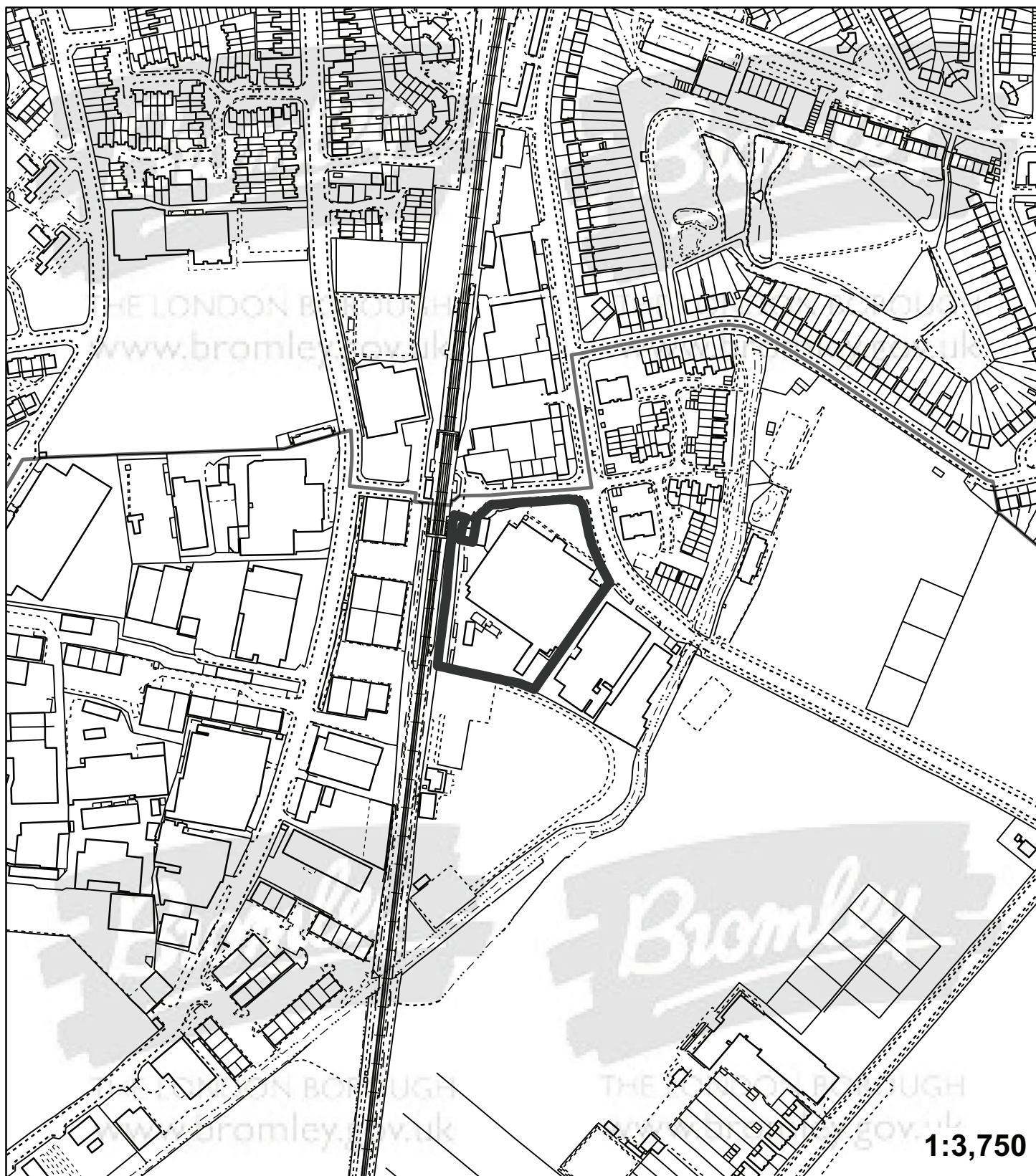
Grounds for contesting the Appeal are as follows:

- 1 The proposal would give rise to a requirement for affordable housing and a financial contribution towards education provision. Inadequate evidence has been submitted to demonstrate that the development cannot support affordable housing provision and a sufficient healthcare and education infrastructure contribution contrary to Policies H2 and IMP1 of the Unitary Development Plan and Policy 8.2 of the London Plan.'
- 2 The site is located in a Business Area in the Unitary Development Plan and the proposal would be contrary to Policy EMP4 of the Unitary Development Plan as it does not provide Use Class B1, B2 or B8 floorspace and furthermore there is insufficient evidence to demonstrate that this cannot be provided.

Application:13/01973/FULL1

Address: Dylon International Ltd Worsley Bridge Road London SE26 5BE

Proposal: Erection of five storey building comprising 74 residential units; A1 retail; A3 cafe/ restaurant and a D1 creche in place of Block A03 forming part of the approved planning permission 09/01664 for the redevelopment of the Dylon site



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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Agenda Item 6

Report No.
DRR13/142

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: DEVELOPMENT CONTROL COMMITTEE

Date: Thursday 21 November 2013

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

Title: BECKENHAM CONSERVATION AREAS

Contact Officer: Robert Buckley, Principal Conservation Officer
Tel: 020 84617532 E-mail: Robert.Buckley@bromley.gov.uk

Chief Officer: Chief Planner

Ward: Clock House; Copers Cope; Kelsey and Eden Park;

1. Reason for report

The Beckenham and West Wickham Working Group requested that a study be undertaken into the possibility of conjoining all of the existing conservation areas in Beckenham into one single Beckenham conservation area as shown in Appendix One, Figure 1.

2. **RECOMMENDATION(S)**

Members are recommended to not support the proposed alterations to the Beckenham conservation areas as shown in Appendix One Figure 1 but instead to authorise consultation on a smaller High Street conservation area as shown in Appendix Two.

Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Excellent Council Quality Environment Vibrant, Thriving Town Centres: Further Details
-

Financial

1. Cost of proposal: No Cost
 2. Ongoing costs: N/A
 3. Budget head/performance centre: Regeneration
 4. Total current budget for this head: £313.7k
 5. Source of funding: Existing controllable revenue budget 2013/14
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 72
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance None: Further Details
 2. Call-in: Not Applicable:
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected)NA:
-

Ward Councillor Views

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

Local Ward Councillors, through their involvement on the West Wickham and Beckenham Working Group, are aware that this report was to be undertaken

3. COMMENTARY

- 3.1 A Character and Appearance Assessment was undertaken (see Appendix 1). The views of English Heritage were sought and they did not support the proposal. A verbal opinion by Mr David Wood of the Beckenham Civic Society was also given who felt that the proposed conservation area would take in certain areas that lack sufficient interest.
- 3.2 Members are requested to note the contents of the Character and Appearance Assessment and not pursue the proposal further. It is suggested by The Principal Conservation Officer and The Beckenham Civic Society that a smaller High Street based conservation area, stretching from the Beckenham War Memorial to Beckenham Junction Railway Station may be worthy of consideration; a map of this area is attached in Appendix 2. Members are therefore requested to authorise a consultation exercise within this area, the results of which will be reported back to Development Control Committee.

4. POLICY IMPLICATIONS

- 4.1 If a new conservation area designation is adopted it will require a new Conservation Area Statement to be written

5. FINANCIAL IMPLICATIONS

- 5.1 The consultation can be undertaken using existing resources.

Non-Applicable Sections:	Legal, Personnel
Background Documents: (Access via Contact Officer)	Character and Appearance Assessment

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Beckenham Town Centre Character and Appearance Assessment

Written by Robert Buckley, Principal Conservation Officer
2013



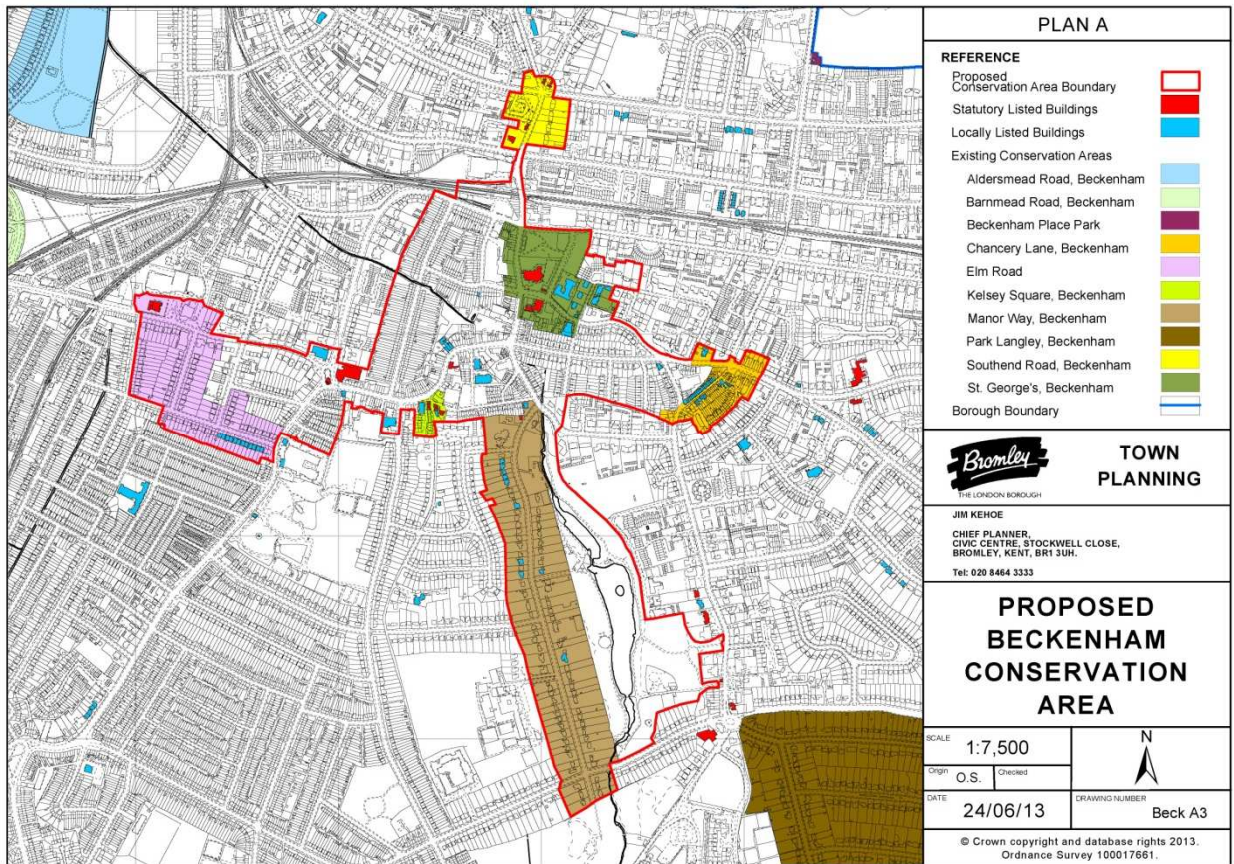


FIG1. Map of proposed conservation area for Beckenham.

Note: The study area for this report is that which is bounded by the red line and existing conservation areas

1. Introduction

Beckenham Town Centre is located in the North East of the London Borough of Bromley and is designated as a District Centre in Unitary Development Plan (Local Plan currently in consultation). A working group was set up to seek improvements in Beckenham and West Wickham. This group, led by Cllr Michael Tickner, requested this study be undertaken to examine the possibility of increasing conservation area designation in Beckenham.

2. Previous Studies

The entire Northwest of the borough, including Beckenham, was covered by a conservation study in March 2004 by consultants GL Hearn, and the Elm Road conservation area was designated as a result of the findings. The only change to the town centre conservation areas proposed in this study was the eastward extension of the Beckenham St George's conservation area to take in the Victorian houses along Bromley Road. This latter recommendation was not adopted.

3. Policy

Section 69 of the Planning (Listed buildings and Conservation Areas) Act 1990 requires all local authorities to identify "areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve and enhance" and designate them as Conservation Areas.

In considering a conservation area the Council must be sure that the area is of special interest as designation brings with it additional planning controls, control over demolition and the protection of trees. Section 72 of the Act also places a duty on the Council, and other decision makers, to give special attention to the desirability of preserving or enhancing the character and appearance of conservation areas.

4. Historical development

Beckenham has a long history as a village and the location of several notable country seats. However, its transition to a town, and then to a suburb have wrought enormous changes in its built fabric that largely define its character today.

The period of transition was relatively rapid. At the beginning of the 19th century, the population of the parish was approximately 1,000, hovering between that of a large village and a small country market town. At that time it had little local autonomy: it was a parish within the county of Kent. Local affairs were overseen by the parish Vestry, as was common in many villages at that time. The population remained steady until the 1840's, after which it doubled or even tripled over each succeeding decade. Autonomous local government began to develop. In 1878, a Beckenham Local Board was formed, which rapidly evolved into an Urban District. By 1901, 26,000 people lived in the parish. In 1935, the council became a Borough, electing its own Mayor, by which time the population was approximately 45,000.

The period of greatest growth and change, from 1860 to 1890, swept away most of the timber framed and clapboard houses that had characterised the village (with the obvious exception of the listed Old George public house that remains in the High Street), and replaced them with the solid architecture of prosperous Victorian urban life.

Beckenham Town Centre's two conservation areas (St. George's and Kelsey Square) are geographically isolated from each other. While both areas are connected with the common history of old Beckenham, they have undergone

separate historical development and have a different character today. They are separated by a section of High Street which has been substantially re-developed in several phases during the 19th and 20th centuries.

Beckenham St. George's is the historic core of the village and then town of Beckenham. As such, it has been occupied by built development for many centuries. Temporal and spiritual power in the form of the Old Manor, the Rectory and the Church were located there. Appropriately, it still contains the focus of the modern town: the banks, the Church, the Public Hall and the primary school. It is largely this collection of institutional, civic and community buildings that establish the character of the conservation area.

The area is a product of the rapid urban changes of the 1880's, during which its finest buildings were constructed on the site of the Old Manor and its grounds. The Old Manor was Beckenham's stepping stone to greater things. The direct pre-cursor of Beckenham Place, the Old Manor and the Lordship of Beckenham were purchased by John Cator in 1773. Although a grand old house, it was not of the style which a newly wealthy country gentleman would find sufficient, and Cator constructed Beckenham Place to replace it shortly thereafter. By 1788 it had passed to the Hoare family, who aggrandised it with land purchased from Lord Gwydir of Kelsey Manor, a property which the Hoares themselves would later own. They sold it in 1881, when it was purchased for the construction of the civic buildings required by the growing town.

5. Existing Conservation Areas

The study area involves linking several existing conservation areas as shown on the map. Each of these areas has specific supplementary planning guidance and are as follows:

Elm Road – late 19th century semi-detached housing with church and former technical institute. Designated 2004

Kelsey Square- A small homogenous Victorian development of former estate cottages. Designated 1977

St George's Beckenham- The historic core of Beckenham centred around St George Church, the Public Halls and surrounding Victorian development. Designated 1977

Southend Road, Beckenham- Early Cator Estate development of large Italianate semi-detached villas circa 1850 and a 1950s flat block. Designated 1990

Chancery Lane- Small hamlet which predates the suburban expansion of Beckenham. Mainly late 19th century cottages but some older vernacular houses, possibly from 17th century. Designated 1973

Manor Way – Large, mainly detached, detached Arts and Crafts Houses, some by leading architects such as Edward Hooper.

6. Spatial Form

High Street

The study area is centred around the High Street which is the historic core of Beckenham. The High Street stretches from Beckenham Junction station westwards to the Beckenham war memorial. Historic land ownership patterns and topography have led to an unusual meandering layout including a 90 degree turn at the Junction with Manor Road. This area is characterised by narrow urban plots at right angles to the streets mostly with no front sites and predominately terraced development.

Surrounds

Immediately behind the High Street are some terrace Victorian cottages such as those on Stanmore Terrace which have a very urban character and are likely to be coeval with much of the High Street development. Otherwise the development surrounding the high street is far more spacious with plots often having both front and back gardens and semi-detached housing. Such development occurs on roads linking Beckenham with surrounding areas such as along Manor Road towards Bromley and Beckenham Road to the west which leads from Penge. These approach roads were developed in the late 19th century and later interwar development occurred on The Drive, again with spacious residential plots.

In sum, the spatial form has very little planned approach and is more organic in its evolution around a central nucleus.

6. Listed Buildings

Statutory Listed Buildings

3 Southend Road (CA)

3A Southend Road (CA)

24 Southend Road (CA)

Foxgrove Lodge Beckenham Place Park (CA)

St Georges Church (CA)

Alms Houses 1-3 Bromley Road (CA)

Beckenham Public Hall (CA)

George Inn High Street

Coach and Horses Burnhill Road

1-7 Kelsey Square (CA)

Odeon Cinema High Street

Beckenham War Memorial Jct Croydon Road and High Street

Former Technical College 28 Beckenham Road (CA)

4 Manor Way

 A photograph of St George Church, a Gothic Revival style church with a prominent spire, surrounded by trees and a clear blue sky.	 A photograph of The George Inn, a white building with a black roof and a sign that reads 'THE GEORGE INN', situated on a street corner.
St George Church (CA)	The George Inn
 A photograph of the Odeon Cinema and War Memorial, featuring a large, modern building with a sign that reads 'ODEON' and a tall, slender war memorial in the foreground.	 A photograph of the Beckenham Public Hall, a large, ornate brick building with multiple windows and a prominent corner tower.
Odeon Cinema and War Memorial	Beckenham Public Hall (CA)

Locally Listed Buildings

Bromley Road Infant School, Bromley Road (CA)
1-6 The Knoll (CA)
Knoll Lodge The Knoll (CA)
Beckenham Methodist Church Bromley Road (CA)
Oakhill Lodge The Knoll (CA)
Oakhill House (CA)
50 Manor Road
Nos. 6-42 , 9-13, 29-43 Chancery Lane (CA)
13 Wickham Road (CA)
1-7 Limes Road (CA)
24-32 Manor Way (CA)
Nos. 2, 21, 38, 39, 50, 52 Manor Way (CA)
Christ Church Fairfield Road
Christ Church Halls Fairfield Road
162-166 High Street
157 High Street (CA)
Kelsey Lodge Kelsey Square (CA)
St. Edmunds Church Village Way
Post Office Office 22 Rectory Road
5-27 Cedars Road (CA)



St Edmund RC Church



Christ Church



Christ Church Halls



Beckenham Post Office

7. Building styles and Landmarks

High Street Area

The most important buildings in the central High Street area are already within the St George's and Kelsey Square conservation areas but there are some notable exceptions such as the Grade II listed George Inn which dates from the 18th Century, locally listed St Edmund RC Church in a modern gothic style, the Grade II listed Art Deco Odeon and the Beckenham War Memorial. These last two in particular provide an impressive entrance to the town centre and are significant in both terms of 20th century design and their contribution to Beckenham's social history. Other 20th century buildings of note include the former Burton's shop which has a modernist façade and is currently occupied by Pizza Express at 189 High Street. However some of the interwar shopping parades are of poor quality such as those on the north side of the western extent of the High Street.

Surrounds

The conservation areas of Southend Road, Chancery Lane, Elm Road and Manor Way are the best examples of suburban and hamlet type development. Between The High Street and Chancery Lane is Manor Road which also has two cul de sacs; Manor Grove and Bevington Road. These red brick semi-

detached Victorian houses date from the 1880s and are of a common type in London with detailing most likely replicated from pattern books. Unfortunately many of these houses have lost their front gardens and many have uPVC windows. These changes are less pronounced on the side roads.

To the east of Manor Way conservation area is Kelsey Park which is a formal park laid out in what was the grounds of the former Kelsey Manor. The park is now within the area to be considered for conservation area designation. It should be noted that the park lodge is already included in the Manor Way conservation area.

To the north-west of the High Street is The Drive. These are 1930s semi-detached houses of a typical design for this era comprising rough cast rendered facades and curved bay windows. The houses and their gardens have been greatly altered.

Between The War Memorial and the Elm Road conservation area there are some remaining Victorian villas of substantial size with some decorative detailing such as timber porches and brick banding. Many however have been demolished and replaced over the years with modern development which has compromised group value.

North of the St George's conservation area is Beckenham Junction Railway Station which retains much of its original Victorian character on the platforms, with detailing such as the large and distinctive cast iron canopy brackets, but externally the front site is dominated by car parking and the station appears modest. Northwards towards the Southend Road conservation area are some modern buildings of no real architectural merit although some older remnants remain on the eastern side of the road.

8. Views

There are no views of a planned nature but the organic development and historic nature of the town centre means that glimpse of the various church spires are often visible and some of the better individual buildings on the High Street contribute to some pleasant streetscapes. As previously mentioned views into the High Street area from the west are dominated by the Odeon and the War Memorial.



High Street with no 134 in the foreground.



Southwards out of the St George's conservation area. Old Police Station in the left foreground and the BT telecom exchange in the background.

9. Conclusion

The best areas within the study area have already been designated as conservation areas and those areas in-between lack the special interest or group value to be worthy of conservation area designation or indeed have undergone such change that they no longer have a coherent architectural quality. Therefore it is recommended that this proposal is not designated as a conservation area.

However, it is considered that a new High Street conservation area may be worthy of investigation to include the western extent of the High Street and joining St George's and Kelsey Square. Such an area would effectively cover the area from Beckenham Junction station to the War Memorial and perhaps covering significant areas or buildings just off the High Street.

ADDENDUM

Response from English Heritage 27-8-13

Dear Robert

David has asked me, as Historic Places Adviser, to respond on the report on a conservation area extension for Beckenham Town Centre.

The following observations are based on that report, and a brief desk top assessment using GIS historic mapping and street view. I did consult Pevsner, but he would appear unreceptive in respect of the architectural qualities of Beckenham. If you are seeking a more detailed opinion I would be happy to do a walk through of the main areas when you return from Holiday.

I would consider that suggested extension is too widely based and as a result incorporates areas of no great historic or architectural character, or as set out in the report, areas of housing too altered to warrant CA designation. It must be possible to define the special character of the area in architectural and historic terms. This is particularly true of some of the streets of interwar housing. It must also be borne in mind that in designating conservation areas the Council must consider the resources and policies necessary to secure a positive management regime. It may be that larger areas are more positively managed via neighbourhood planning than CA status. If there is a strong lobby for the wider extension, it may be worth exploring the alternative possibility of neighbourhood plans. This would enable positive policies to be put in place but would not require CA designation over the wider area. However this would need to be community driven but could have a positive impact if the capacity and community will exists to undertake such as exercise.

That said there are areas of historic merit here and I would consider that some extension/s may be warranted. In particular, the High Street warrants further investigation (potentially from the High Street/Manor Road Junction as far as the attractive and locally listed Post Office building). The buildings along the High Street although predominantly late C19th and early C20th do follow of the historic road layout and are of generally good quality. A number of buildings such as 162 -166, which is locally listed, must be considered of high townscape quality. A more focused CA around the High Street may also facilitate positive shopfront and streetscape policies and SPD guidance. In addition, there may also be smaller extensions to existing CA's which could be justified.

I am sure you have a copy but I have attached a link to CA Appraisal and management guidance which sets out the considerations and possibilities

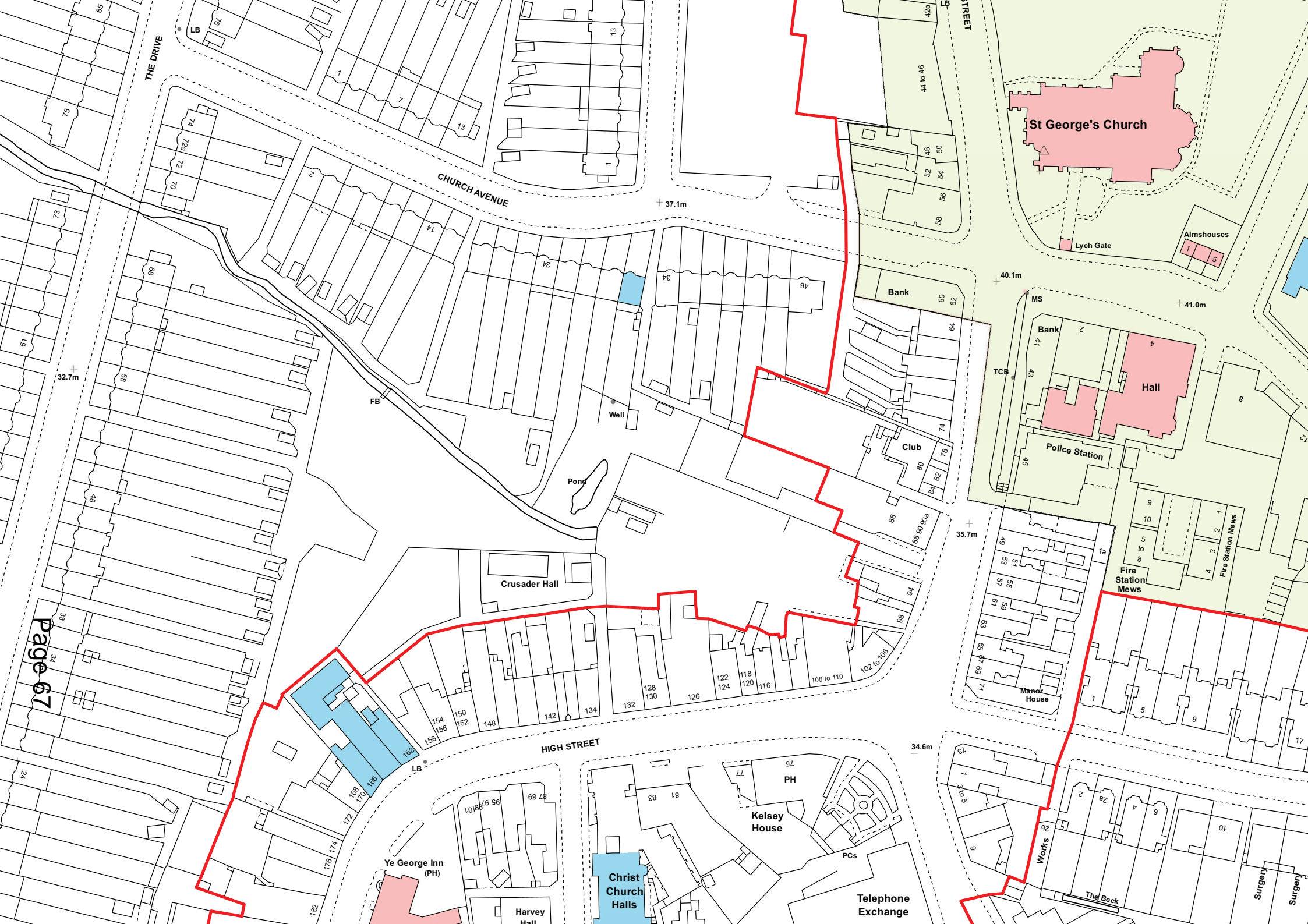
<http://www.english-heritage.org.uk/publications/understanding-place-conservation-area/>

Please give me a call if you wish to discuss further.

***Richard Parish
Historic Places Adviser
Direct line 020 7973 3717
Fax 020 7973 3792***

English Heritage | 1 Waterhouse Square | 138-142 Holborn | London | EC1N 2ST

www.english-heritage.org.uk



THE DRIVE

CHURCH AVENUE

HIGH STREET

STREET

St George's Church

Lych Gate

Almshouses

Bank

Bank

Hall

Police Station

Fire Station

Mews

Crusader Hall

Kelsey House

Christ Church Halls

Ye George Inn (PH)

Harvey Hall

Telephone Exchange

Works

The Beck

Surgey

Surgey

37.1m

32.7m

40.1m

41.0m

35.7m

34.6m

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