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DATE: 17 June 2013

To: Members of the
PLANS SUB-COMMITTEE NO. 2

Councillor Russell Jackson (Chairman)
Councillor Richard Scoates (Vice-Chairman)
Councillors Kathy Bance MBE, Lydia Buttinger, Peter Dean, Nicky Dykes,
Charles Joel, Gordon Norrie and Tom Papworth

A meeting of the Plans Sub-Committee No. 2 will be held at Bromley Civic Centre on
THURSDAY 27 JUNE 2013 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

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

If you have further enquiries or need further information on the content of any of the applications being considered at this meeting, please contact our Planning Division on 020 8313 4956 or e-mail planning@bromley.gov.uk

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

*Copies of the documents referred to below can be obtained from
www.bromley.gov.uk/meetings*

A G E N D A

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 2 MAY 2013**
(Pages 1 - 12)
- 4 PLANNING APPLICATIONS**

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

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

SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.1	Copers Cope Conservation Area	13 - 20	(12/03999/FULL2) - 52 High Street, Beckenham.
4.2	Plaistow and Sundridge	21 - 28	(13/00655/FULL1) - 27 Edward Road, Bromley.
4.3	Hayes and Coney Hall	29 - 34	(13/00750/FULL6) - 33 Dartmouth Road, Hayes.
4.4	Orpington	35 - 40	(13/00891/FULL6) - 54 Sandhurst Road, Orpington.
4.5	Petts Wood and Knoll	41 - 44	(13/00978/FULL6) - 80 Crescent Drive, Petts Wood.
4.6	Chislehurst Conservation Area	45 - 48	(13/00923/FULL6) - 11 Cromlix Close, Chislehurst.
4.7	Petts Wood and Knoll	49 - 52	(13/01047/FULL6) - 6 Hollingworth Road, Petts Wood.

4.8	Bickley Conservation Area	53 - 62	(13/01097/FULL3) - Land South West Side of Chislehurst Railway Station, Bickley Park Road, Bickley.
4.9	Hayes and Coney Hall	63 - 66	(13/01131/FULL6) - 61 Courtlands Avenue, Hayes.
4.10	Darwin	67 - 78	(13/01151/FULL3) - Land at Junction with Sheepbarn Lane and Layhams Road, Keston.
4.11	Darwin	79 - 82	(13/01368/FULL1) - Highams Hill Farm, Sheepbarn Lane, Warlingham.
4.12	Bickley	83 - 90	(13/01523/FULL1) - 15 Ringmer Way, Bickley.

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

Report No.	Ward	Page No.	Application Number and Address
4.13	Chelsfield and Pratts Bottom	91 - 94	(13/00820/FULL1) - 19 High Street, Green Street Green.
4.14	Hayes and Coney Hall	95 - 98	(13/01076/FULL6) - 109 Bourne Way, Hayes.
4.15	Chislehurst	99 - 102	(13/01129/FULL6) - Lutine, 7 Marlings Park Avenue, Chislehurst.
4.16	Bickley	103 - 108	(13/01269/FULL6) - Shadycombe, Chislehurst Road, Chislehurst.
4.17	Bromley Common and Keston	109 - 114	(13/01292/FULL6) - 12 Austin Avenue, Bromley.
4.18	Farnborough and Crofton	115 - 120	(13/01646/FULL1) - 4 Lansdowne Avenue, Orpington.

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

Report No.	Ward	Page No.	Application Number and Address
4.19	Copers Cope Conservation Area	121 - 128	(13/01364/OUT) - The Lodge, Southend Road, Beckenham.

5 CONTRAVENTIONS AND OTHER ISSUES

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

6 TREE PRESERVATION ORDERS

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

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

NO REPORT

PLANS SUB-COMMITTEE NO. 2

Minutes of the meeting held at 7.00 pm on 2 May 2013

Present:

Councillor Russell Jackson (Chairman)
Councillor Richard Scoates (Vice-Chairman)
Councillors Kathy Bance MBE, Lydia Buttinger, Peter Dean,
Simon Fawthrop, Alexa Michael, Gordon Norrie and
Tom Papworth

Also Present:

Councillors Will Harmer, William Huntington-Thresher and
Pauline Tunnicliffe

33 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

All Members were present.

34 DECLARATIONS OF INTEREST

No declarations of interest were reported.

35 CONFIRMATION OF MINUTES OF MEETING HELD ON 7 MARCH 2013

RESOLVED that the Minutes of the meeting held on 7 March 2013 be confirmed and signed as a correct record.

36 PLANNING APPLICATIONS

SECTION 1

(Applications submitted by the London Borough of Bromley)

NO REPORTS

SECTION 2

(Applications meriting special consideration)

36.1 PENGE AND CATOR

(12/02318/FULL3) - First Floor Units 8 and 9 Abbey Trading Estate, Bell Green Lane, Sydenham East.
Description of application amended to read, "Change of use of part of ground and whole of first floor from business (class B1) to specialised martial arts teaching and gym (class D1) together with elevational alterations."

Members having considered the report, **RESOLVED** that the application **BE DEFERRED**, without prejudice to any future consideration to seek additional information regarding marketing, parking and the extent of the elevational alterations.

**36.2
BROMLEY TOWN**

(12/03024/OUT) - Billingford, Elstree Hill, Bromley.

Description of application – Demolition of existing dwelling and erection of four storey block (including basement) comprising of four 2 bedroom and three 1 bedroom flats and provision of new vehicular access and car parking spaces off Kirkstone Way.

Oral representations in objection to the application were received. Oral representations from Ward Member, Councillor Will Harmer in objection to the application were received at the meeting. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED**, as recommended, for the following reasons:-

1. The proposal would, by reason of its excessive bulk and scale, result in a visually dominant and overbearing form of development, out of character with the prevailing form of development in Elstree Hill and an overintensive use of the site contrary to Policies BE1 and H7 of the Unitary Development Plan.
2. The reason would, by reason of its height and scale, be harmful to the residential amenities that occupants of surrounding residential properties might reasonably expect to continue to enjoy by reason of its visual impact, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.

**36.3
ORPINGTON**

(12/03655/FULL1) - 316 High Street, Orpington.

Description of application - Part one/two storey rear extension for class B1 office use on ground floor and one bedroom flat on first floor with roof terrace and undercroft parking.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor Pauline Tunnicliffe in support of the application were received at the meeting. Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** for the following reasons:-

- “1. The development to which this permission relates

must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.

REASON: Section 91, Town and Country Planning Act 1990.

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

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

3. The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

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

4. Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted 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.

5. No windows or doors shall at any time be inserted in the side or rear elevations of the development hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

6. The ground floor of the extension hereby permitted shall be used as an office and for no other purpose (including any other purpose in Class B1 of the

Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: In order that the use for any other purpose can be considered with regard to the amenities of nearby residents and the lack of natural light to the ground floor to accord with Policy BE1 of the Unitary Development Plan.

INFORMATIVE: The applicant is advised that construction works should not take place outside of the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 Saturday and not at all on Sundays or Bank Holidays. The applicant is advised to have regard to the 'Control of Pollution and Noise from Demolition and Construction Sites - Code of Practice' which is available on the Council's website www.bromley.gov.uk"

Members made the decision having regard to the particular merits of this application, and they did not intend this permitted application to set a precedent for any other site in Orpington High Street.

**36.4
BICKLEY**

(13/00251/FULL1) - 11 Chislehurst Road, Bromley.

Description of application - Two storey detached five bedroom house with accommodation in roof space and detached double garage at rear with access from Shawfield Park. (Amendment to permission ref. 11/01719). (RETROSPECTIVE APPLICATION).

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

**36.5
BICKLEY**

(13/00333/FULL1) - Genden, Bickley Park Road, Bickley.

Description of application - Detached part one/two storey 3 bedroom dwelling with vehicular access, 2 car parking spaces and front boundary wall and gates on land to the rear of Genden and fronting St Georges Road.

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

Members having considered the report, objections and representations, **RESOLVED** that **PERMISSION**

BE REFUSED as recommended, for the reason set out in the report of the Deputy Chief Planner with a further reason to read:-

2. The proposal constitutes an unacceptable form of garden development that would result in an unsatisfactory sub-division of the existing plot and would introduce a harmful level of noise and disturbance detrimental to the privacy and amenities of the occupiers of adjoining properties and out of character with the area, contrary to Policies BE1, BE11 and H7 of the Unitary Development Plan, Policy 3.5 of the London Plan and the National Planning Policy Framework.

**36.6
DARWIN**

(13/00477/VAR) - Cudham Frith, Cudham Lane South, Cudham.

Description of application – Variation of condition 3 of application reference 05/03927 (demolition of existing outbuilding and erection of detached garage) for all the building to be used as ancillary accommodation to the main dwelling.

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

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

1. The alterations to the outbuilding beyond that permitted by application 05/03927 to provide two storeys of accommodation and its subsequent use as self-contained living accommodation are not integral to the occupation of the main dwelling and is therefore detrimental to the amenities of the neighbourhood as it is out of scale and character with the surrounding area and could potentially be severed from the main dwelling contrary to Policies H8 and G4 of Unitary Development Plan.

Cllr Fawthrop requested that if the decision of this application were to be appealed, then the Council's appeal statement should include a suggested condition to restrict permitted development rights for the site.

(Councillor Peter Dean wished his vote for permission to be recorded.)

**36.7
FARNBOROUGH AND
CROFTON
CONSERVATION AREA**

**(13/00691/FULL1) - Land opposite 1-4 Tye Lane,
Orpington.**

Description of application – Change of use of land from equestrian centre to residential and erection of 2 pairs of two storey two bedroom houses with associated car parking.

**THIS REPORT WS WITHDRAWN BY THE
APPLICANT.**

**36.8
FARNBOROUGH AND
CROFTON**

**(13/00763/FULL1) - 45 Grasmere Gardens,
Orpington.**

Description of application – Demolition of existing dwelling and the erection of 2 detached two storey four bedroom dwellings with integral garages and associated car parking.

It was reported that further objections to the application had been received and that the Environmental Agency had no objection to the application.

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

“20. Details of the finished floor levels, which shall be set no lower than 96.96m AOD, shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby permitted and carried out in accordance with the approved details.

REASON: In order to reduce the risk of flooding to the proposed development and future occupant and in order to comply with Policies 5.12 and 5.13 of the London Plan.

SECTION 3

(Applications recommended for permission, approval or consent)

**36.9
WEST WICKHAM**

**(13/00195/FULL1) - Wickham Hall, Sussex Road,
West Wickham.**

Description of application - Part one/two storey side extension; front dormer window extension; elevational alterations.

Oral representations in objection to and in support of the application were received at the meeting.
Members having considered the report, objections

and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with an amendment to condition 3 and a further condition to read:-

“3. Before the development hereby permitted is first occupied the proposed windows to the first floor shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties any openings should be at high level.

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

4. The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

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

**36.10
CRYSTAL PALACE**

(13/00291/FULL1) - 72 Maberley Road, Anerley.

Description of application – Conversion of roofspace into 1 one bedroom flat plus roof extensions incorporating rear dormer window and rooflights.

It was noted that on page 75 of the Deputy Chief Planner’s report that under the heading, ‘Proposal’, the sentence should be amended to read, “Planning permission is sought for the conversion of roof space into 1 one bed flat plus roof extensions incorporating rear dormer window and roof lights.”

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

**36.11
BROMLEY TOWN**

**(13/00295/FULL6) - 30 Ravensbourne Avenue,
Bromley.**

Description of application - Part one/two storey side extension; single storey rear extension; alterations to rear dormer window extension; insertion of rooflight in side elevation.

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

**36.12
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

**(13/00747/FULL1) - Land at Junction of Croydon
Road and Forest Drive, Keston.**

Description of application - Entrance gates and piers (2.575m high) to Forest Drive (at junction with Croydon Road).

Oral representations in support of the application were received at the meeting. It was reported that TfL had no objection to the application.

Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with an Informative to read:-
INFORMATIVE: The applicant is requested to ensure that any arrangements for alternative access requiring closure of this entrance shall be appropriately displayed and is advised to contact the Council to ascertain whether associated signage will require advertisement consent.

**36.13
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

**(13/00756/FULL1) - Land at Westerham Road
Entrance to Forest Drive, Keston.**

Description of application – Entrance gates and column (max height 2.575m) to Forest Drive (at junction with Westerham Road).

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

Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with an Informative to read:-
INFORMATIVE: The applicant is requested to ensure that any arrangements for alternative access requiring closure of this entrance shall be appropriately

displayed and is advised to contact the Council to ascertain whether associated signage will require advertisement consent.

**36.14
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

**(13/00757/FULL1) - Land at Croydon Road
Entrance to Longdon Wood, Keston.**

Description of application – Entrance gates and column (max height 2.575m) to Longdon Wood (at junction with Croydon Road).

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

Members having considered the report and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with an Informative to read:-
INFORMATIVE: The applicant is requested to ensure that any arrangements for alternative access requiring closure of this entrance shall be appropriately displayed and is advised to contact the Council to ascertain whether associated signage will require advertisement consent.

**36.15
PETTS WOOD AND KNOLL**

**(13/00807/FULL6) - 37 Chesham Avenue, Petts
Wood.**

Description of application - Increase in roof height to provide habitable accommodation in roof space with front dormer extensions, single storey rear extension, front porch and elevational alterations.

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

Members having considered the report, objections and representations, **RESOLVED THAT PERMISSION BE GRANTED** as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with two further conditions to read:-

“6. Before the development hereby permitted is first occupied, the proposed windows to the flank elevations 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.

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

7. Before the development hereby permitted is first

occupied the proposed rooflights in the rear roofslope shall be fixed shut and shall subsequently be permanently retained as such unless agreed in writing by the Local Planning Authority.

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

(Councillor Simon Fawthrop wished his vote for refusal to be recorded.)

**36.16
CHELSFIELD AND PRATTS
BOTTOM**

(13/00837/MATAMD) - 3 Waring Drive, Orpington.

Description of application was amended to read, "Render to front elevation (minor material amendment to vary condition 2 (matching materials) of permission 12/03681 for single storey front extension)."

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

Members having considered the report, objections and representations, **RESOLVED THAT THE MINOR MATERIAL AMEDMENT BE APPROVED**, as recommended, for the reasons and subject to the conditions set out in the report of the Deputy Chief Planner with two further conditions to read:-

"3. Details of planting to the front of the property shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

4. Details of the paint colour to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced.

The works shall be carried out in accordance with the approved details.

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

**36.17
HAYES AND CONEY HALL**

(13/00913/FULL1) - 20 Gates Green Road, West Wickham.

Description of application - Proposed demolition of existing bungalow and erection of two 4 bed semi detached houses.

Comments from Ward Member, Mrs Anne Manning, were reported.

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

“1. The proposal, by reason of its scale, bulk and design, would have a seriously detrimental impact upon the character of the area and the setting of the adjoining listed building contrary to Policies BE1 and BE8 of the Unitary Development Plan.”

SECTION 4

(Applications recommended for refusal or disapproval of details)

**36.18
CRAY VALLEY EAST**

(13/00500/FULL6) - 11 Marion Crescent, Orpington.

Description of application - Roof alterations to include increase in roof height and side dormer, part one/two storey rear extension and elevational alterations.

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

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

37 CONTRAVENTIONS AND OTHER ISSUES

**37.1
PETTS WOOD AND KNOLL**

(DRR/13/060) - Bread and Butter, 2 Chatsworth Parade, Petts Wood.

THIS REPORT WAS WITHDRAWN BY DEPUTY CHIEF PLANNER.

38 TREE PRESERVATION ORDERS

**38.1
BICKLEY**

(DRR/13/058) - Objections to Tree Preservation Order 2529 at 30 Homefield Road, Bromley.

Members having considered the report, **RESOLVED that Tree Preservation Order No 2529** relating to one ash tree **BE CONFIRMED**, as recommended, in the report of the Deputy Chief Planner.

Plans Sub-Committee No. 2
2 May 2013

38.2
KELSEY AND EDEN PARK

(DRR/13/059) - Objections to Tree Preservation Order 2528 at 61 Manor Way, Beckenham.

Members having considered the report, **RESOLVED** that **Tree Preservation Order No 2528** relating to one ash tree **BE CONFIRMED**, as recommended, in the report of the Deputy Chief Planner.

The Meeting ended at 8.40 pm

Chairman

SECTION '2' – Applications meriting special consideration

Application No : 12/03999/FULL2

Ward:
Copers Cope

Address : 52 High Street Beckenham BR3 1AY

OS Grid Ref: E: 537429 N: 169632

Applicant : Mr Caglar Akpolat

Objections : YES

Description of Development:

Change of use of first and second floors from offices (Class B1) to a 5 bedroom house of multiple occupation (Class C4)

Key designations:

Conservation Area: Beckenham St. Georges
Areas of Archeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads
Secondary Shopping Frontage

Proposal

This proposal is for the change of use of first and second floors from offices (Class B1) to a 5 bedroom house of multiple occupation (Class C4).

For clarification purposes six unrelated individuals living at a property sharing basic amenities, is considered to constitute a Class C4 - Houses of Multiple Occupation (HMO). Should the dwelling have more than 6 unrelated occupants it would be classified as sui generis - large Houses in Multiple Occupation, which would be subject to a further planning application.

Location

The application site is currently comprised of a three storey mid terrace building with a vacant retail unit (Class A1) on the ground floor and office accommodation on the first and second floors. The application site is located within the Beckenham St. George's Road Conservation Area and within a secondary shopping frontage.

Beckenham St. George's Conservation Area 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 police station, 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.

Beckenham town centre was severely damaged by bombs during World War II. The effects were profound. Several post-war developments occupy bomb sites. Sadly, the design of some replacement buildings failed to take sufficient account of the form or historical development of the town. Beckenham Green, immediately to the north of the church, a densely developed area until 1944, is a lasting and now more pleasant reminder of the dramatic way in which bombardment altered the townscape. The town centre now forms part of the main retail area of Beckenham.

Comments from Local Residents

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

- 5 bedsits not in keeping with standard of adjacent properties and surroundings, not in keeping with Policy H11 and does not respect residential amenities of adjoining properties.
- will have adverse impact on parking and overlooking.
- development has been completed prior to receipt of planning permission and has regular disruption from noise at unsociable hours with residents using roof terrace fire escape landing area adjacent to bedroom window of No. 56 High Street for smoking, disrupting sleep of residents at this property.
- parking already at a premium and possible addition of 5 vehicles added to parking provision on Church Avenue will blight existing residents and users of High Street shops.
- if proposal was for development of offices into lower number of self-contained flats in keeping with the block, no objections would be raised.
- proposal will have negative effect on property values of No. 56.
- environment has adversely changed significantly in past months as a result of development.
- if each room is rented to a couple could potentially be 10 additional people making noise at unsociable hours adjacent to bedroom windows of No. 56.
- query as to motivation of development in an area which demands high rental income.
- concerns as to the types of individuals the development of a low rental shared occupancy development will attract.
- objections as the proposal is retrospective and a significant number of people have already moved into the dwelling.
- concerns as private land to rear of property consistently used by employees and tenants blocking access to parking spaces of No. 56.
- concerns relating to noise created by development compared to office use particularly due to high street location where local residents are already subject to noise.

A further rebuttal statement from the applicant was submitted on 04.06.13 in response to these objections, a copy of which is available to view on the planning file.

Comments from Consultees

The Council's Highways Division state the development is located to the west of High Street, Beckenham. High Street, Beckenham (A2015) is a London Distributor Road (LDR). There are Pay & Display bays within close proximity of the premises; also the site is located within a high PTAL area. Furthermore there is a public car park at St. George's Road which is within walking distance of the application site. No objections are raised as it is considered the development would not have a significant impact on the parking demand and traffic generation within the surrounding road network.

The Council's Waste Advisors raise no objections and state refuse and recycling are to be left edge of curb at the rear of the property adjacent to the access road.

Thames Water raise no objections in respect of water and sewerage infrastructure at the site.

No comments have been made by the Council's Environmental Health Housing Division.

As no external alterations are proposed no objections have been raised from a heritage perspective.

Planning Considerations

The proposal falls to be considered primarily with regard to the following Unitary Development Plan (UDP) policies:

- BE1 Design of New Development
- BE2 Mixed Use Developments
- BE11 Conservation Area
- H1 Housing Supply
- H7 Housing
- S2 Secondary Frontages
- S10 Non-Retail Uses in Shopping Areas
- S11 Residential Accommodation
- EMP3 Conversion or Redevelopment of Offices
- T1 Transport Demand
- T3 Parking

Supplementary Planning Guidance (SPG) 1 General Design Principles
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance
Supplementary Planning Guidance (SPG) St. George's Conservation Area

Policy 3.3 London Plan (Increasing Housing Supply)
Policy 3.4 London Plan (Optimising Housing Potential)

Policy 3.5 London Plan (Quality and Design of Housing Developments)
Housing Supplementary Planning Guidance London Plan 2011

The National Planning Policy Framework (NPPF) will also be a key consideration in the determination of this application. The above policies are considered to be consistent with the aims and objectives of the NPPF.

Planning History

In 2012 under planning ref. 12/03310, a Certificate of Lawfulness was refused for the use of retail unit (Class A1) for delicatessen shop with customer seating and elevational alterations.

A retrospective application is currently pending consideration under ref. 13/01561 for the change of use from retail (Class A1) to delicatessen shop and cafe (Class A1/A3); elevational alterations.

Conclusions

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

Overall the property provides approximately 112.94 sq m of gross internal amenity space exceeding the requirements of Policy 3.5 of the London Plan which requires 99 sq m be provided for 4 bedroom 6 person flats. No such figures are provided for 5 bedroom flats but as 6 person occupancy would be the maximum permitted under the C4 use class this is considered to be applicable in this instance. The London Plan Housing SPG provides further detailed guidance with regards to the quality of accommodation to be provided for future occupants. It advises that for flats designed to be occupied by 5 or more people one bathroom with WC and one additional WC should be provided. In this instance two WCs and two shower rooms are proposed which is considered to be satisfactory. The communal areas of the property (kitchen, TV room and storage) would equate to 21.45 sq m which is less than the 29 sq m as outlined as best practice by the London Plan Housing SPG. However, each of the bedrooms exceed the requirements of 8 sq m minimum area for a single bedroom, and with the exception of bedroom 5, also exceed the requirements of 12 sq m for a double bedroom. In light of the spatial standards of the individual rooms, the limited communal amenity space is considered to be acceptable in this instance given the nature of the accommodation proposed.

An outdoor roof terrace of approximately 9.2 sq m is proposed. The Housing Draft SPG London Plan requires a minimum of 5 sq m of private outdoor space for a 1 - 2 person dwelling and an extra 1 sq m should be provided for each additional occupant. For a 6 person HMO the outdoor space provided appears to satisfy these criteria.

During the course of a site visit (undertaken prior to the change of use occurring) it was evident that the offices were underutilised. As such the change of use from office to residential would inevitably result in some increase in the level of activity

at the site, in particular outside of working hours where before this would have been minimal. Anecdotal evidence received from neighbouring owner/occupiers suggests there has been an increase in noise and disturbance for adjoining owner/occupiers. Members should consider that under the recently introduced Growth and Infrastructure Act the change of use from office (Class B1) to residential (Class C3) no longer requires planning permission (subject to a prior approval process covering significant transport and highways impacts and development in safety hazard zones, areas of high flood risk and land contamination). Members may wish to consider whether the small shared house proposed occupied by between three and six unrelated individuals sharing basic amenities such as a kitchen and bathroom (Class C4) would have a significantly greater impact on the residential amenities of adjoining properties than a Class C3 use. On balance, it is not considered that this would be of such an extent as to warrant refusal and that objections such as individuals congregating on the outdoor terrace area causing noise and disturbance may be seen as statutory noise nuisance issue rather than a planning issue.

Policy EMP3 (Conversion or redevelopment of Offices) of the UDP is also be a key determination during the course of the application and it states:

The conversion or redevelopment of offices for other uses will be permitted only where:

- (i) it can be demonstrated that there is no local shortage of office floorspace and there is evidence of long term vacancy despite marketing of the premises; and
- (ii) there is no likely loss of employment resulting from the proposal.

In support of this application a Planning Statement has been submitted by the applicant. This includes a statement from the previous occupier of the offices which states that they relocated from No. 52 to purpose built business premises and as such the proposal is not considered to have resulted in a loss of employment, in line with Policy EMP3 (ii). In order to address EMP3 (i) online research results and photograph of various 'To Let' signs (no corresponding addresses were provided to verify this information) were submitted "showing office spaces already being marketed on Beckenham High Street" with a statement from a local estate agent outlining the high demand for residential accommodation in the area. The information provided shows copies of the webpages of two property websites demonstrating that there are 12 alternate office premises between 60 sq m - 6413 sq m (the application site is approximately 112 sq m). However, to accord with Policy EMP3 evidence of the marketing of the premises should be submitted as part of the application, this has been requested from the applicant and will be reported verbally. If this information is not received Members may wish to consider this element of the application.

Regarding the impact to conditions of road safety and car parking in the area, Members will note that no car parking is proposed on the site. In view of the high PTAL rating and the accessibility to public car parks in the vicinity however, it is not considered that a significant impact on the highway network would arise.

On balance, Members may agree that the proposal is compliant with policy and that planning permission should be granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/03999, excluding exempt information.

as amended by documents received on 24.05.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

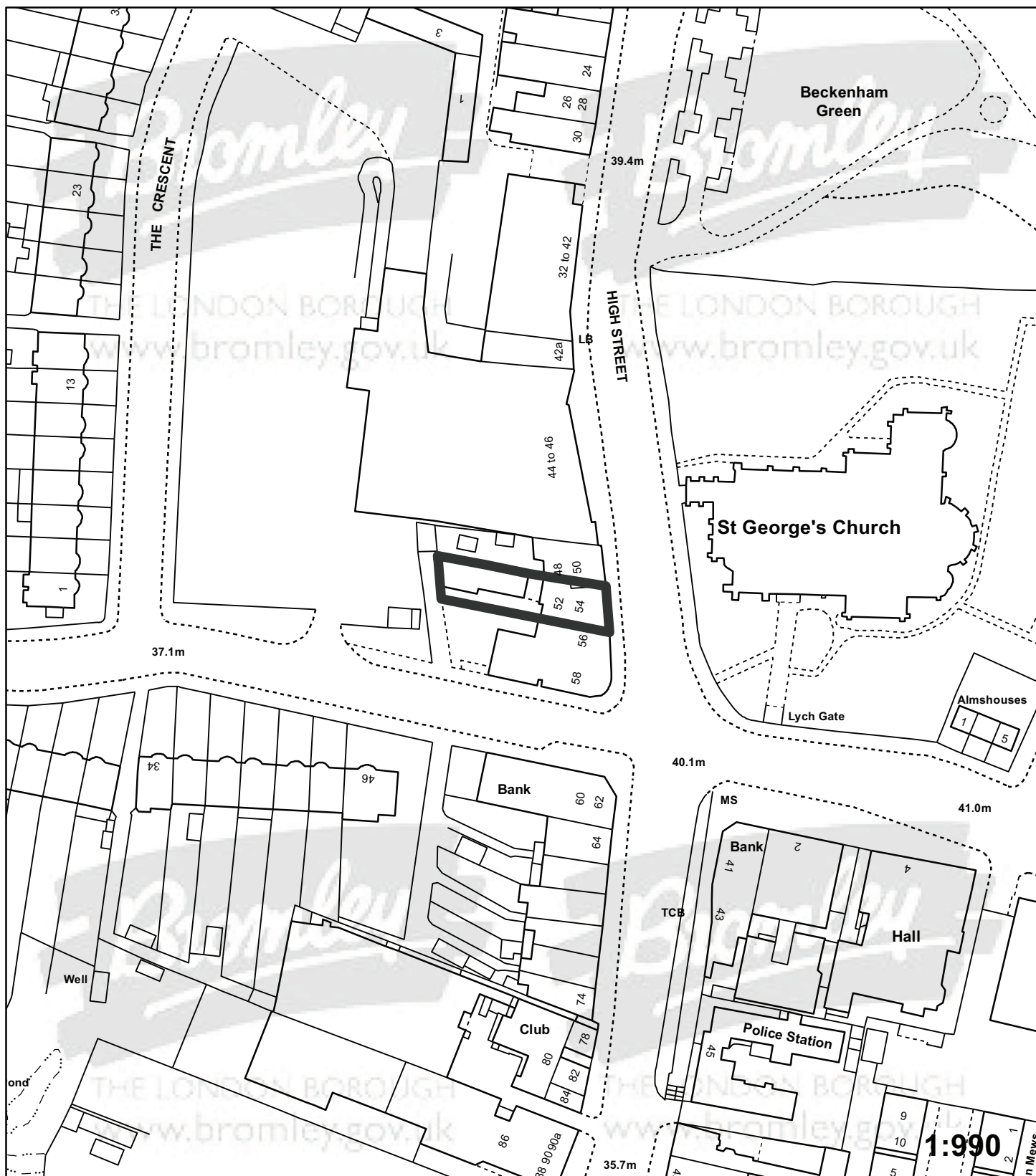
- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACK01 Compliance with submitted plan
 ACC01R Reason C01
- 3 The hereby permitted house of multiple occupation (Class C4) shall be occupied by between three and six unrelated individuals. Should more than six unrelated individuals occupy the property this use would fall within the sui generis category and further planning permission would be required.

Reason: In the interests of the residential amenities of adjoining owner/occupiers, in line with Policies BE1 and H8 of the Unitary Development Plan.

Application:12/03999/FULL2

Address: 52 High Street Beckenham BR3 1AY

Proposal: Change of use of first and second floors from offices (Class B1) to a 5 bedroom house of multiple occupation (Class C4)



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/00655/FULL1

Ward:
Plaistow And Sundridge

Address : 27 Edward Road Bromley BR1 3NG

OS Grid Ref: E: 541061 N: 170521

Applicant : Mr Jayant Kapadia

Objections : YES

Description of Development:

Detached two storey seven bedroom house with accommodation in the roofspace, integral garage and associated vehicular access and parking fronting Edward Road (on land adjacent to No.27 Edward Road)

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency

Proposal

This application seeks permission for the construction of a detached two storey dwelling with accommodation in the roof space to provide 6/7bedrooms (including playroom) and integral garage.

Revised plans received on 15th May show alterations to the design of the dwelling and footprint to bring it more in line with the scheme permitted under ref. 08/03539 (renewed under ref. 11/03034) for a detached 6 bedroom house with basement, integral garage and accommodation in the roof space.

The current application is for a house of a similar footprint to the previously permitted scheme which includes alterations in the design, height, siting, footprint and removal of basement accommodation. The submitted plans show:

- height of the building approx. 9.6m and side space provision to each flank boundary to be approx. 1.5m,
- alterations to the footprint of the proposed dwelling including reduction in the depth of the house at the rear closest to No.31, increase in depth by approx.1m to the front corner adjacent to No.31, increase in depth of house to the front corner at single storey level, adjacent to No.27 and increase in

depth and width of the rear central projection of the house by approx. 1m and 0.8m respectively (when scaled from the submitted drawings).

Revised plans received on the 5th June propose the replacement of a three bay ground floor rear window with a pair of French doors and a revised street scene elevation with annotated dimensions was received on 6th June.

The external materials of the proposed dwelling will comprise multi-red facing bricks with rendered detail at first floor level and multi-red plain hanging tiles to the front and rear gable features and main roof.

A detached bin store enclosure with bike storage is also proposed to be located in the rear garden of the site. The enclosure will be approx. 1.8m in height constructed of brick with timber louvre doors.

Location

The site comprises a building plot between Nos. 27 and 31 Edward Road which was formerly part of the garden area to No.27. The site has a slight cross fall in a south-west, north-east direction and it has been cleared including a detached garage which formerly stood on the site adjacent to No.27. The road is characterised by predominantly single dwellinghouses of varying designs and scales. There are some converted properties into flats along the road including residential care homes. The general pattern of development along the road also allows for varying degrees of separation between buildings with relatively deep front and rear garden areas. The site however is not located within a conservation area, nor an Area of Special Residential Character.

Comments from Local Residents

Letters of local objection have been received including comments submitted on behalf of the owners of Nos. 27 and 31 Edward Road in response to the plans originally accompanying this application. The comments are summarised below:

- the proposal would have an adverse impact upon the character and appearance of the street scene due to the increase in height and reduction of side space,
- minimal side space is proposed which does not reflect the spatial standards which prevail along the road for a property of this scale,
- the proposal will lead to the erosion of established building lines, the two storey wing will project beyond both neighbouring properties at the rear and to the front of No.27,
- overall scale and footprint providing 7 bedrooms represents an overdevelopment of the site which cannot be accommodated in this location,
- the bin store is unnecessary and inappropriate for a single dwelling - storage of this scale would normally be associated with flatted or commercial development,
- due to the side space, depth and height of the proposal access to daylight and sunlight from the flank kitchen window of No.27 will be obstructed creating a dominant and overbearing enclosure,

- the proposed house will cut across the window of the sun room to No.31 so will be visually intrusive in affecting rear site lines,
- the left flank wall of No.31 faces in south-westerly direction so the afternoon sunlight will be affected,
- the proposal will also impact upon the privacy of the adjoining occupiers,
- concerns that the provision of a lift in the property will result in another residential home or commercial use.

Revised plans have since been received (15th May) in an attempt to overcome the concerns of the adjoining owners which included alterations to the footprint and roof design as summarised above. A letter of objection has been received from the owners of No.31 reiterating their concerns regarding the size of the building, its depth and potential for overlooking the patio and rear of the house. Any further letters of objection/support received will be verbally reported at the meeting.

Members should also be aware that the applicant has employed the services of a lighting surveyor to assess the loss of light issues raised by the occupiers of No.31. However, the lighting surveyor has not submitted his conclusions on this issue due to the lack of permitted access into the property at No.31.

Comments from Consultees

From a drainage point of view, no objections are raised subject to imposed conditions to ensure restrictions on any surface water discharge.

From a highways point of view, no objections are raised subject to imposed conditions ensuring the details of parking are satisfactory, provision of wash-down facilities during construction and suitable highway drainage prior to commencement.

No technical objections are seen from Thames Water or from an Environmental Health (pollution) point of view.

No significant trees would be affected by the proposal.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan, The London Plan and National Planning Policy Guidance

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

Supplementary Planning Guidance 1 and 2

National Planning Policy Framework 2012

Planning History

Under planning ref. 06/00369, outline planning permission was refused for the erection of 1 two storey detached dwelling with integral garage adjoining No.27 Edward Road on grounds relating to the cramped overdevelopment of the site which would be out of character with the locality contrary to Policies H2, E1 of the UDP (1994) and Policies H6 and BE1 of the adopted UDP.

Under planning ref. 06/02943, planning permission was granted for a detached five bedroom house with an integral garage.

Under planning ref. 08/03539, permission was granted for a detached two storey 5 bedroom house with basement, integral garage and accommodation in the roof space with associated access and parking. An extension of the time limit to implement this permission was subsequently granted under ref. 11/03034.

Conclusions

The principle of a two storey dwelling of a similar footprint has already been established through the grant of permission under refs. 08/03539 and 11/03034. In this case, the main issues are whether the current proposal would result in a cramped overdevelopment of the site, out of character and appearance in the street scene/wider area and whether the amenities of the adjoining owners would be adversely affected.

Policies H7 and BE1 in the UDP require the scale and form of new residential development to be in keeping with the surrounding area and the privacy and amenities of adjoining occupiers to be adequately safeguarded. The proposed development is of an acceptable density, providing adequate amenity space and parking. The design is sympathetic and complements neighbouring development, the character and appearance of the surrounding area and visual amenities of the street scene.

Policy H9 draws attention to the need to respect the spatial standards of the surrounding area. The characteristics of the area are predominantly that of detached dwellings located on spacious plots. Policy BE1 highlights the need for proposals to be of a high standard of design and layout complementing the scale, form and materials of adjacent buildings. In this case, the proposed footprint has been altered to increase the front projection at single storey level beyond the 2008 permission adjacent to No.27 and at two storey level to bring it in line with the front of No.31. The depth of the building has also been partly reduced adjacent to No.31 at the rear but its depth has increased by 1m to the rear centre of the building. The side space has also been reduced from 2m to 1.5m to each flank boundary and the height of the building has increased from 8.8m to 9.6m compared to that previously approved under ref. 08/03539. Despite the reduction in side space and slight increase in height of the building, the dwelling would be comparable in height to adjacent development and would not compromise the spacious characteristics of the area in general.

With regard to the impact upon residential amenity, those directly adjacent to the site would be most affected. Taking into account the extant permission granted under ref. 08/03539 the proposed dwelling would bring development 0.5m closer to the flank boundary and would provide a taller building in comparison. Whilst the footprint has been adjusted in places to lessen the impact upon No.31 the central rear projection has also increased by 1m. It is considered that, on balance these changes would not result in a greater degree of harm upon the living conditions of Nos. 27 and 31 in terms of loss of light, privacy and prospect given the approved scheme granted under ref. 08/03539, reasonable separation between the built development, orientation, roof design and positioning of fenestration.

The proposed bin enclosure and bike store would be located to the rear of the property adjacent to the boundary with No.27. Whilst such development is usually located to the front of a dwelling the applicant has been made aware that from a waste services point of view refuse collection is edge of curtilage only. That aside, the bin store would be screened from view by existing timber fencing along the 11/03034 boundary and located adjacent to the swimming pool enclosure within the rear garden of No.27. In light of this, it is not considered that the location of the enclosure would be detrimental to residential amenity.

On balance, Members may consider that the proposed dwelling is an acceptable form of development without detrimental harm to the character and appearance of the area and in terms of local visual and residential amenity.

In the event of planning permission being granted, it is noted that this development would be CIL liable (Community Infrastructure Levy).

Background papers referred to during production of this report comprise all correspondence on files refs. 06/00369, 06/02943, 08/03539, 11/03034 and 13/00655, excluding exempt information.

as amended by documents received on 15.05.2013 22.05.2013 05.06.2013
06.06.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |
| 3 | ACC01
ACC01R | Satisfactory materials (ext'nl surfaces)
Reason C01 |
| 4 | ACC03
ACC03R | Details of windows
Reason C03 |
| 5 | ACD02
ADD02R | Surface water drainage - no det. submitt
Reason D02 |
| 6 | ACH03
ACH03R | Satisfactory parking - full application
Reason H03 |

- 7 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 8 ACH32 Highway Drainage
ADH32R Reason H32
- 9 ACI02 Rest of "pd" Rights - Class A, B,C and E
Reason: To protect the amenities of the adjoining residents in order to comply with Policies H7 and BE1 of the Unitary Development Plan.
- 10 ACI17 No additional windows (2 inserts) flank building
ACI17R I17 reason (1 insert) BE1 and H7
- 11 ACK01 Compliance with submitted plan
Reason: To protect the amenities of the adjoining residents in order to comply with Policies H7 and BE1 of the Unitary Development Plan.
- 12 A side space of 1.5m shall be provided between the north-east and south-west flank walls of the building hereby permitted and the flank boundaries of the property.
ACI10R Reason I10

INFORMATIVE(S)

- 1 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 2 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

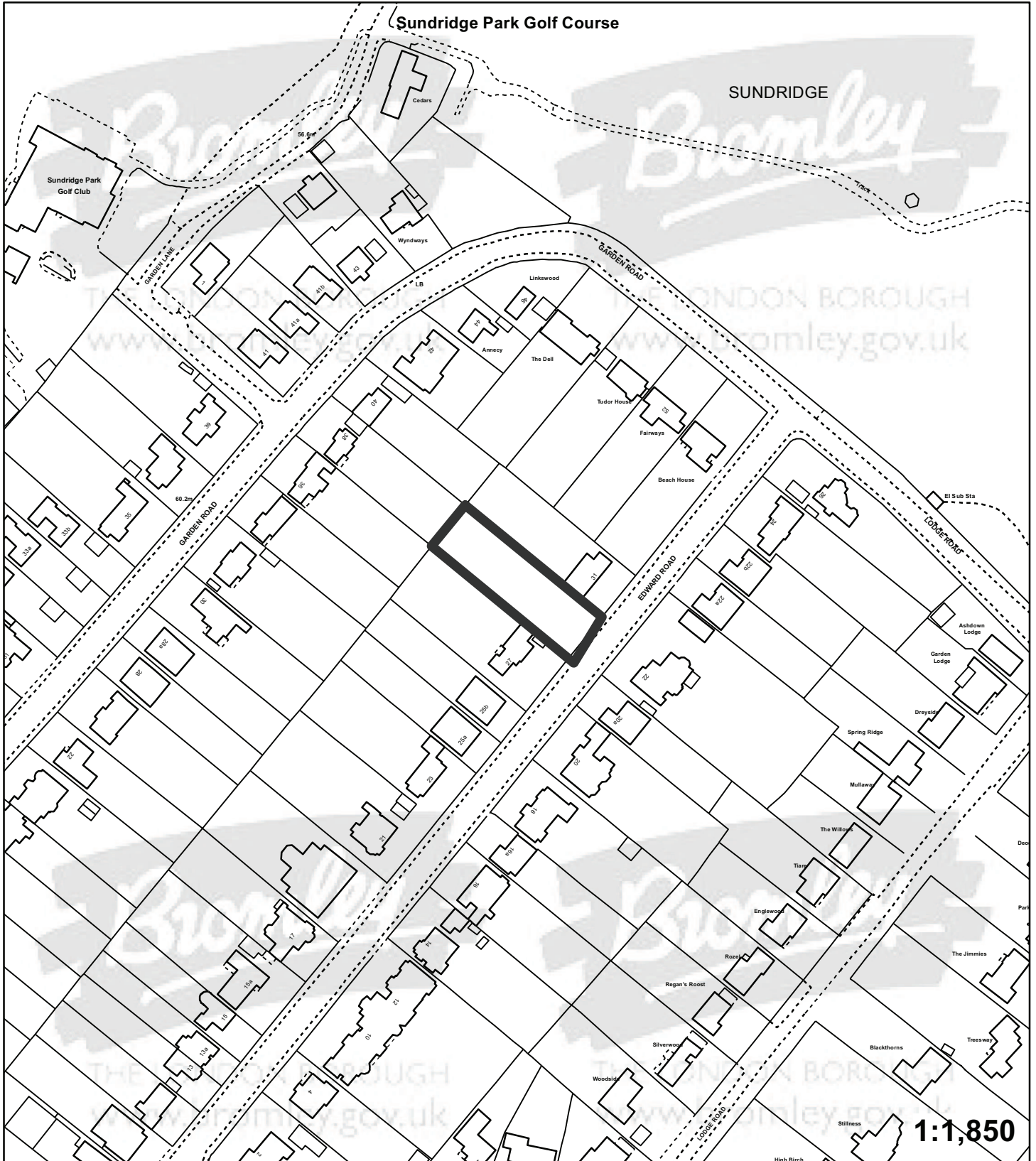
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 3 Before the use commences, the applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.

Application:13/00655/FULL1

Address: 27 Edward Road Bromley BR1 3NG

Proposal: Detached two storey seven bedroom house with accommodation in the roofspace, integral garage and associated vehicular access and parking fronting Edward Road (on land adjacent to No.27 Edward Road)



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/00750/FULL6

Ward:
Hayes And Coney Hall

Address : 33 Dartmouth Road Hayes Bromley BR2
7NF

OS Grid Ref: E: 540269 N: 166785

Applicant : Mrs Andrea Shears

Objections : YES

Description of Development:

Decking and balustrade to rear
RETROSPECTIVE

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
Open Space Deficiency
River Centre Line

Proposal

Retrospective planning permission is being sought for a raised timber deck to the rear of the property. The decking will project 2.8m from the rear of the property at a width of 5.6m, before stepping down to 5.1m in width for a further 1.0m.

Location

The host dwelling is a semi-detached property situated in a residential street comprising two storey houses, many of which have been extended.

Comments from Local Residents

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

- concerns from No.31 that the decking overlooks and inhibits the use of their garden.
- concerns that the ground level has been raised in the side access between the properties.

Comments from Consultees

No internal consultations were deemed necessary in respect of this application.

Planning Considerations

Policies relevant to the consideration of this application are: BE1 (Design of New Development) of the adopted Unitary Development Plan.

The Council's adopted SPG guidance is also a consideration.

Planning History

A two storey side and rear extension was granted planning permission in 2011 under ref. 11/02205. The Council is currently considering a retrospective application for a front porch under ref. 12/01256.

Conclusions

The main issue relating to the application are the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application property experiences a noticeable change in level at the rear of the property, and the decking has been constructed to allow access to and from the garden at the same height of the rear door of the kitchen. Documentation submitted as part of the application refers to concerns from the neighbouring property (No.31 to the north) regarding potential overlooking into that garden resulting from the height of the decking. It is suggested that the ground level at the host site has been raised as part of the work that has taken place to construct the decking.

It is noted that a fence has been erected by the applicant at the shared boundary which Members may consider to mitigate the impact of the decking to some extent. However, this screening does not form part of this application and is just in excess of the tolerances of Permitted Development by virtue of its height (2.1m from the original ground level when measured from the garden of No.31). As a result, it may be considered appropriate that a suitable condition be added to this consent, should it be granted, requiring the installation of an adequate screen at the boundary as well as its future maintenance. Members may agree that subject to such a condition any actual or perceived overlooking would be minimised.

Due to the topography of the garden, the original ground level is not easily identifiable, and the level changes throughout the garden. At the point nearest the boundary with No.31, the cumulative height of the lower step (0.2m) and the higher tier (an additional 0.43m) results in a maximum height of 0.63m above what is understood to be the original ground level. At the mid-point of the decking this increases due to the slope in the original ground level to a maximum of 0.69m. Taken from the height of the pathway which runs along the boundary and the new deck, the terrace is 0.3m above ground level, however this is not considered to be the original ground level, and had been constructed recently, after the deck itself.

The height above what could be reasonably assumed to be original ground level is around 0.6m. The design of the deck is stepped in order to facilitate access down into the rear garden, whilst overcoming the change in level. Members may take the view that the fence at the boundary with No.31 at a height of 1.81m above the pathway - when measured from the 'new' level at the host site - does reduce the impact of the raised decking to a significant degree.

It is noted that the elevated position of the decking allows wider views of the adjoining gardens; however Members may consider that these views are not dramatically different from the views that are available from the rear garden of the property in general, or its first and second floor windows.

On balance, the decking may not be considered to result in a seriously harmful impact on the neighbouring properties. The raised area closest to neighbouring properties will be a maximum of 0.63m above original ground level and this is not considered to result in an unacceptable degree of overlooking or harm to neighbouring amenities, particularly in light of the provision of a suitable screen at the shared boundary with No.31. The view when standing on the decking facing towards No.31 will allow sight of part of the rear garden of the neighbouring property, however it is considered that this position is not the natural direction to be facing, with users of the terrace likely to be facing south towards the existing conservatory of No.33 or east into the gardens of the application site itself.

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

Having had regard to the above Members may consider that, on balance, the siting and height of the raised decking is acceptable in that it does not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/00750, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

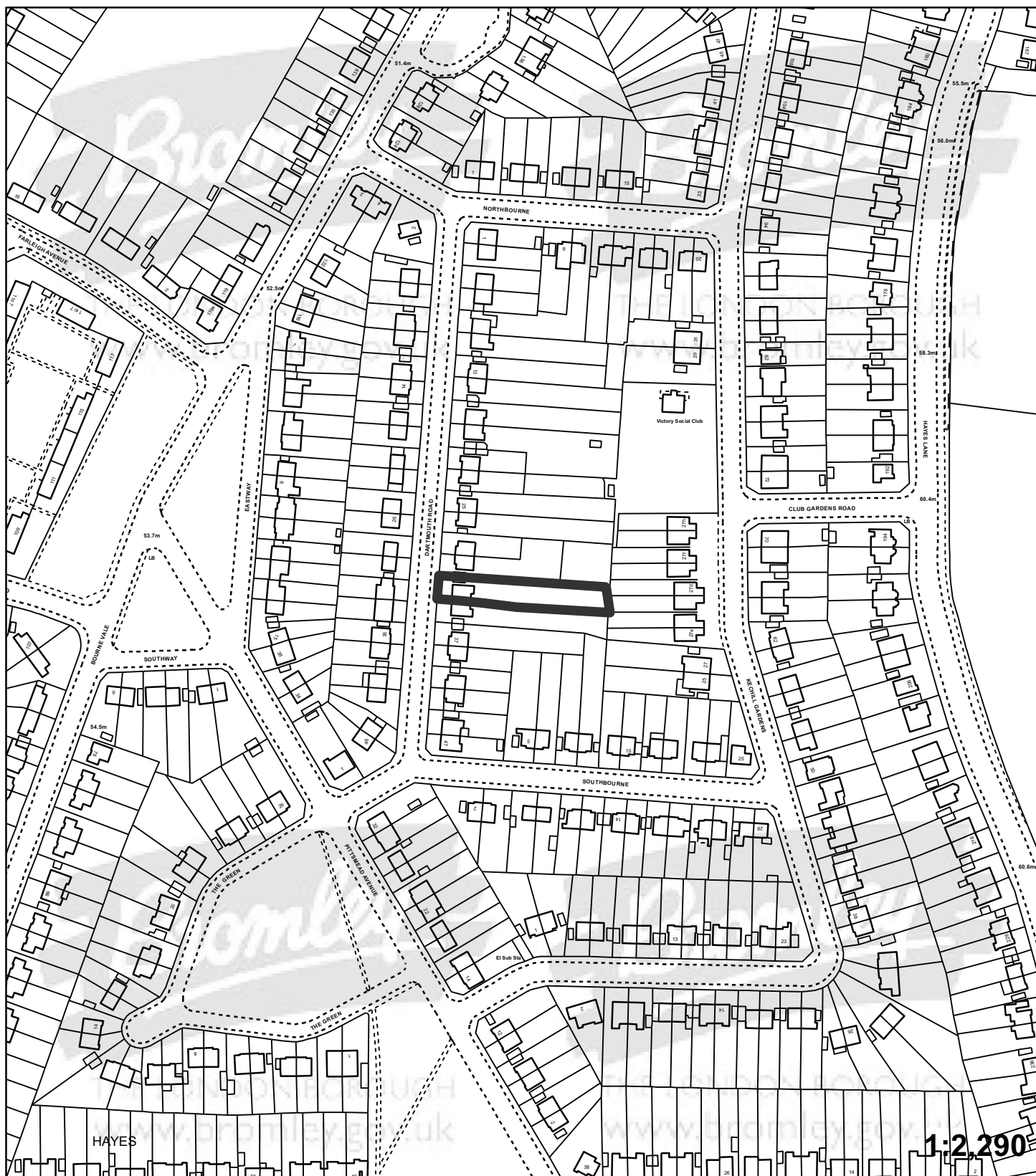
- 4 Details of the means of screening at the boundary with No.31 Dartmouth Road, Hayes shall be submitted to and approved in writing by the Local Planning Authority within 2 months from the date of this decision notice and this condition shall apply notwithstanding any indications as to these matters which have been given in the application. All screening approved shall be carried out not later than the expiration of three months from the date of this decision notice, solely in accordance with the approved details and retained for the duration of the permitted use. Any treatment forming part of the approved screening which is removed shall be replaced, unless the local planning authority gives written consent to any variation.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan, to ensure a satisfactory and continuing standard of amenities are provided and maintained, and to prevent overlooking and loss of privacy.

Application:13/00750/FULL6

Address: 33 Dartmouth Road Hayes Bromley BR2 7NF

Proposal: Decking and balustrade to rear
RETROSPECTIVE



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/00891/FULL6

Ward:
Orpington

Address : 54 Sandhurst Road Orpington BR6 9HW

OS Grid Ref: E: 546320 N: 164842

Applicant : Mr Bescoby

Objections : YES

Description of Development:

Part one/two storey side and rear extension

Key designations:

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

Proposal

Permission is sought for a part one, part two storey side and rear extension

The ground floor side element has a width of 2.8 metres and is set to the boundary with a 50mm separation. This element projects beyond the original rear wall to the same depth as an existing single storey element at some 3.5 metres in depth. An existing single storey garage to the flank elevation is to be retained in front of the proposed development.

The first floor side element has a width of 1.8 metres before reducing to a projection of 1.5 metres beyond the flank elevation as part of the first floor rear extension. A side space of 1 metre is allowed for to the front and 1.5 metres to the rear and is set 4.1 metres from the front elevation.

The first floor element wraps behind the rear elevation and partially above an existing single storey rear extension. A separation of 2.3 metres is allowed for to the southern boundary with a rearward projection of 3.3 metres.

Location

The application site is located to the western edge of Sandhurst Road and features a two storey semi-detached dwelling with a single storey attached garage to the northern boundary.

Comments from Local Residents

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

- the proposal is almost identical to the refused scheme
- the development will be at slightly higher ground level than No.52
- visual intrusion would occur to the living room, kitchen and garden of No.52
- the ground floor element will be to the boundary and 3 metres away from the kitchen window of No.52 which will be overwhelming and claustrophobic with the first floor element.
- there will be a significant loss of sunlight to No.52
- the ground floor flank window will result in overlooking and loss of privacy
- the garages of No.52 and No.54 are adjoining and any alterations would impact upon the neighbouring garage
- there will be a negative impact to on-street parking from the increase in bedrooms

Comments from Consultees

No technical consultations were carried out for this application

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Supplementary Planning Guidance 1 and 2

The National Planning Policy Framework

Planning History

Application ref. 12/03830 for a similar but larger scheme was refused in February this year on the grounds that:

"The proposed extension, by reason of its siting and excessive depth of rearward projection results in a cramped appearance in the street scene and a detrimental impact upon the daylight and prospect that the adjoining residents might reasonably expect to continue to enjoy, contrary to Policies BE1, H8 and H9 of the Unitary Development Plan."

Application ref. 03/00191 granted planning permission for a single storey rear extension to a depth of 3.5 metres which has been implemented.

Conclusions

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

The refused application, ref. 12/03820, proposed a first floor rear extension with a depth of 3.5 metres which formed part of the part one, part two storey side extension. The total side space for the whole first floor side element was 1 metre and due to the depth proposed and the proximity to the boundary it was considered that this would not satisfy the requirements of Policy H9 and would have a harmful impact upon the amenities and prospect of the residents at No.52 as well as the street scene.

In order to overcome this refusal ground the scheme has been set further away from the boundary beyond the rear wall to allow for a side space of 1.5 metres to the northern boundary with No.52. This results that the 3.3 metre first floor side and rear element will project some 4.2 metres beyond the rear wall of No.52 with a side space of 1.5 metres. The remainder of the first floor side extension would have a 1 metre separation to the boundary of No.52's flank elevation.

Given the level of separation allowed for at first floor level beyond the rear wall of No.52 it is not considered that the 3.3 metre depth would result in an unacceptable level of harm to the prospect or amenities of the residents at that property. The staggering of the flank elevation introduces a degree of relief to the design and it is noted that there are no first floor flank windows. A hipped roof design is maintained throughout and is subservient to the host dwelling by some 1.4 metres to the existing ridge height and this is considered to further lessen the impact of the proposal.

The ground floor flank window is partly within the fabric of the original dwelling at is set at a high level and is not considered to result in an unacceptable level of intrusion upon the privacy of the neighbouring residents beyond that normally expected in such a residential area.

A separation of 2.3 metres is allowed to the boundary with the adjoining semi at No.56 and no concerns were previously raised in relation to the impact upon the residents of this property. The reduction in depth is considered to further reduce any impact in this regard.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/03830 and 13/00891, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

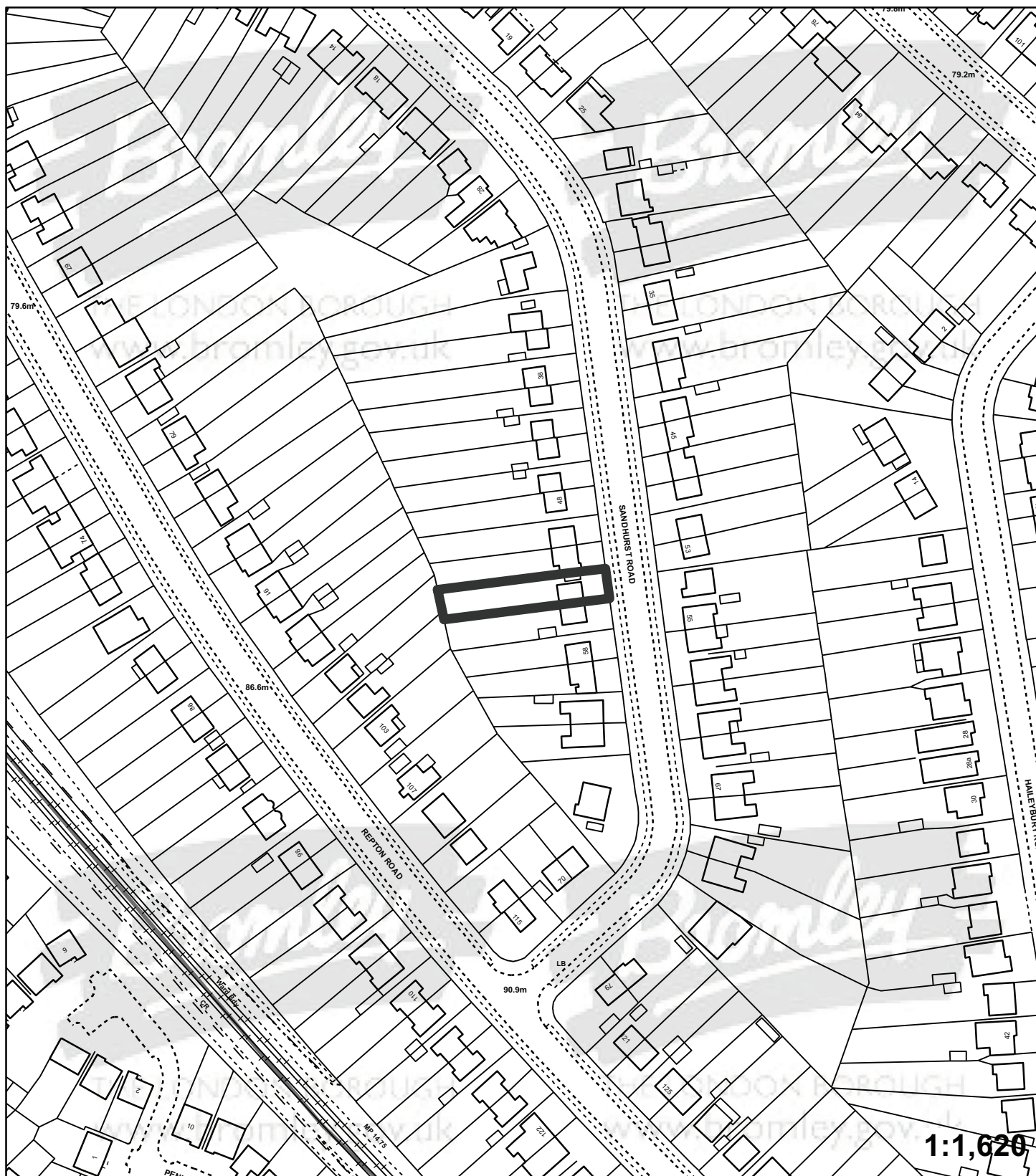
- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC04 | Matching materials |
| | ACC04R | Reason C04 |

- 3 ACK01 Compliance with submitted plan
- ACC01R Reason C01
- 4 ACI13 No windows (2 inserts) first floor northern and southern
 development
- ACI13R I13 reason (1 insert) BE1 and H8

Application: 13/00891/FULL6

Address: 54 Sandhurst Road Orpington BR6 9HW

Proposal: Part one/two storey side and rear extension



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/00978/FULL6

Ward:
Petts Wood And Knoll

Address : 80 Crescent Drive Petts Wood
Orpington BR5 1BD

OS Grid Ref: E: 544238 N: 167134

Applicant : Mr T Willis

Objections : NO

Description of Development:

Part one/two storey side and rear extension and detached garage to rear

Key designations:

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

Proposal

Permission is sought for a part one, part two storey side and rear extension.

The part one, part two storey side extension has a total width of 5.2 metres, of which 2.7 metres is a single storey element to the boundary. The first floor element has a width of 2.5 metres and is set 1.6 metres behind the front elevation.

Members will note that a garage - subject to objections - has since been removed from the proposal.

The single storey element has a rearward projection of 3 metres where the first floor rear element, of the same depth, maintains the 2.7 metres separation to the southern boundary and allows for a separation of 2.9 metres to the northern boundary to the adjoining semi.

Location

The application property is located to the western edge of Crescent Drive and forms the corner property with Shepperton Road. The site features a two storey semi-detached dwelling in a style and size that is common for the area.

Comments from Local Residents

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

- the plans show the proposed garage extending from boundary to boundary and giving no room for access to the remaining garden, as the house was advertised as 'house with building plot' there is concern that the rear of the site will be severed.

Comments from Consultees

Highways objected to the previously included garage as it abutted the back edge of the footway and was contrary to policy. The garage has since been removed.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Supplementary Planning Guidance 1 and 2

The National Planning Policy Framework

Planning History

There is no planning history for the site.

Conclusions

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

The application site consists of a corner property with a similar level of spatial separation as the other junctions to Crescent Drive and Shepperton Road. The other corner properties have benefitted from single storey side extensions to the boundary of Shepperton Road and it is considered that his level of development at ground floor level is therefore established.

Policy H9 requires that all developments that are two storey in nature allow for a 1 metre side space to the boundary in order to preserve the spatial standards of the area, to protect the amenities of neighbouring residents and to prevent terracing. It is not considered that any harm would result to neighbouring amenities or that any terracing would occur and as such the consideration falls to be given to the spatial characteristics of the area and specifically this junction.

The proposal allows for 2.7 metres of separation at first floor level for the full length of the two storey side and rear element. A hipped roof is proposed that is subservient to the main dwelling with the extension itself being set back from the existing front elevation and in this regard it is considered that the proposal complies with the Council's supplementary design guidance. The 2.7 metre side space at first floor level exceeds provides a good level of separation to the boundary although Policy H9 requires a 1 metre separation for the full height and length of the flank wall..

In this regard it is considered important to place the proposal within context of the existing ground floor extensions to the neighbouring corner properties that area of a similar scale and appearance to that proposed. Given these extensions it is considered that the single storey element will not be out of context and would not be detrimental to the spatial standards of the area. The level of separation at first floor level is considered to be large and the additional amount of subservience further lessens to the impact of the first floor element.

To the rear of the property the first floor element has a projection of 3 metres and is some 2.9 metres from the boundary to No.78. It is considered that the depth and level of separation are adequate and that there would not be an unacceptable impact upon the prospect or amenity of the residents at No.78 and that this element is acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/00978, excluding exempt information.

as amended by documents received on 14.06.2013

RECOMMENDATION: PERMISSION

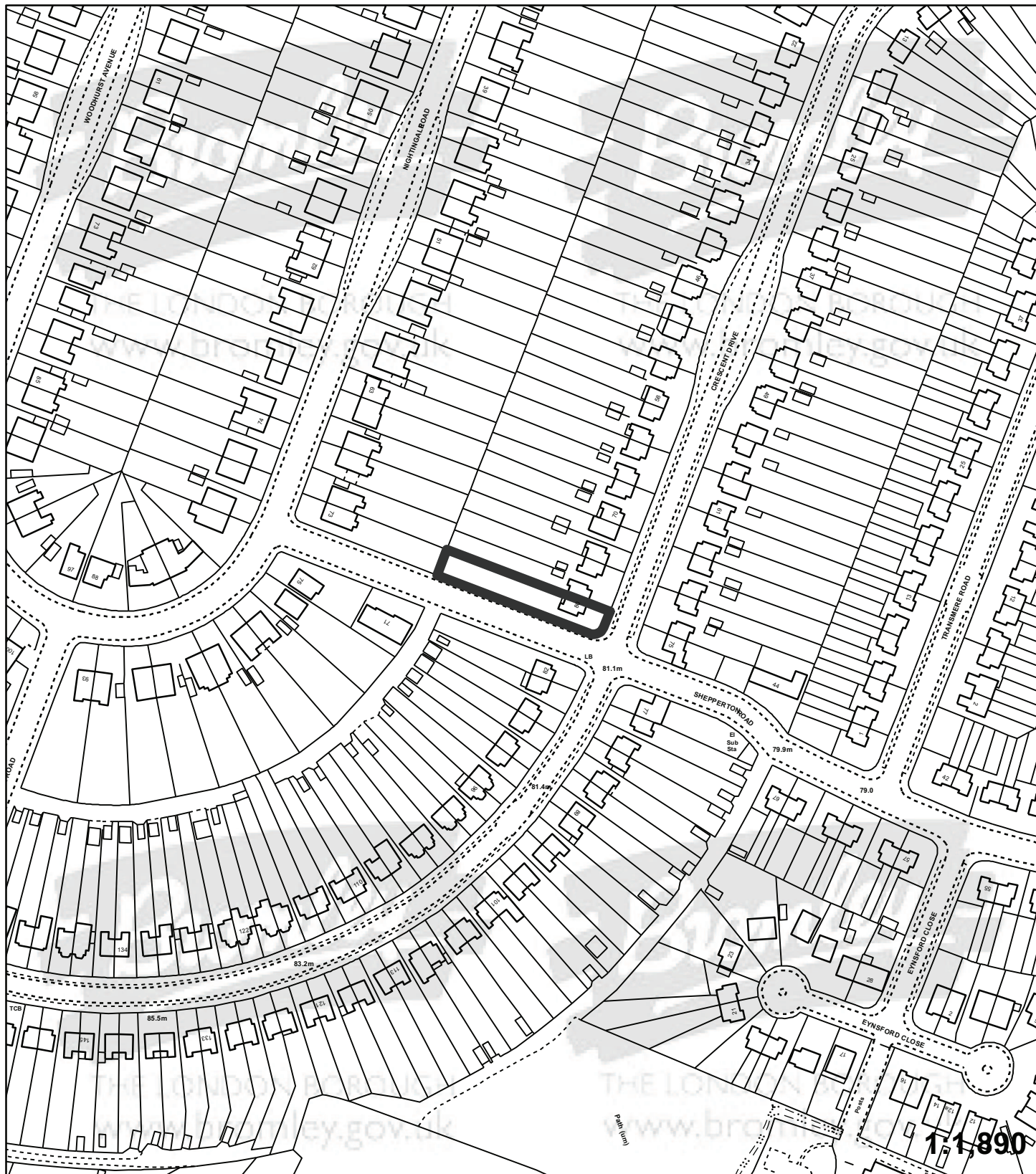
Subject to the following conditions:

- | | | | |
|---|--------|--|--|
| 1 | ACA01 | Commencement of development within 3 yrs | |
| | ACA01R | A01 Reason 3 years | |
| 2 | ACC04 | Matching materials | |
| | ACC04R | Reason C04 | |
| 3 | ACK01 | Compliance with submitted plan | |
| | ACC01R | Reason C01 | |
| 4 | ACI13 | No windows (2 inserts) | northern or southern first floor development |
| | ACI13R | I13 reason (1 insert) | BE1 and H8 |

Application:13/00978/FULL6

Address: 80 Crescent Drive Petts Wood Orpington BR5 1BD

Proposal: Part one/two storey side and rear extension and detached garage to rear



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

SECTION '2' – Applications meriting special consideration

Application No : 13/00923/FULL6

Ward:
Chislehurst

Address : 11 Cromlix Close Chislehurst BR7 5SJ

OS Grid Ref: E: 543527 N: 169456

Applicant : Mr Michael Quinn

Objections : YES

Description of Development:

Roof alterations to incorporate rear dormer extensions and roof lights to front

Key designations:

Conservation Area: Chislehurst
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads

Proposal

- The proposal seeks to construct a rear dormer extension that will have a width of 3.3m and a height of 1.9m, with a flat roof.
- Two small rooflights are proposed to the front elevation.

Location

The site is located on the south western side of Cromlix Close and comprises a two storey end of terrace house. The area is characterised by similar dwellings set within relatively small plots. The area falls within the Chislehurst Conservation Area.

Comments from Local Residents

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

- loss of privacy and overlooking
- impact on character of the conservation area

The Chislehurst Society has raised an observation that the rear dormer may give rise to overlooking.

Comments from Consultees

APCA did not inspect the application.

Building Control has been consulted on the feasibility of the construction of the roof dormer whilst retaining a suitable head height within the resulting roof space. Comments have been received that state that the proposal would be compliant with Building Regulations as it achieves a 2m head height for the staircase. The lower head height for the roof room is considered suitable and this ceiling level would be the choice of the occupier of the house.

Planning Considerations

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

BE1 Design of New Development
BE11 Conservation Areas
H8 Residential Extensions

The Council's adopted Supplementary Planning Guidance and the SPG for the Chislehurst Conservation Area are also considerations.

Planning History

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

Conclusions

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

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

The proposed roof alterations will mainly be sited to the rear of the house and will not impact on public areas of the conservation area. The proposed dormer will be small and in context with the house. It is considered that the proposal will not impact harmfully on the character of the conservation area for these reasons. To the front of the house, the proposed rooflights will be modest in size and subject to suitable materials will not appear intrusive within the street scene and will not harm the character and appearance of the building.

The proposed rear dormer will face towards the rear garden of No. 1 Heatherbank to the rear, which is 17m away, and is not considered to result in a harmful degree of overlooking. Although the dormer will provide an elevated position of vantage

that does not exist from the first floor windows, the original layout of the estate allows some overlooking from the first floor windows into neighbouring gardens in general and therefore no significant additional harm would be considered to result. No. 1 Heatherbank is sited on lower ground and possesses a high side boundary fence and retaining wall adjoining the rear of the garden of No. 11. As a result, there will be views from this elevated position however the views will be over the end of the garden which is on higher ground. The tall boundary fence (which is at first floor level) provides some degree of privacy to an extent for the house and lower garden at No. 1. In addition, the side boundary possesses vegetation which should over time provide further screening of the dormer. On balance, the proposed dormer is not considered to add significant harm to the amenities of neighbouring properties.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/00923, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

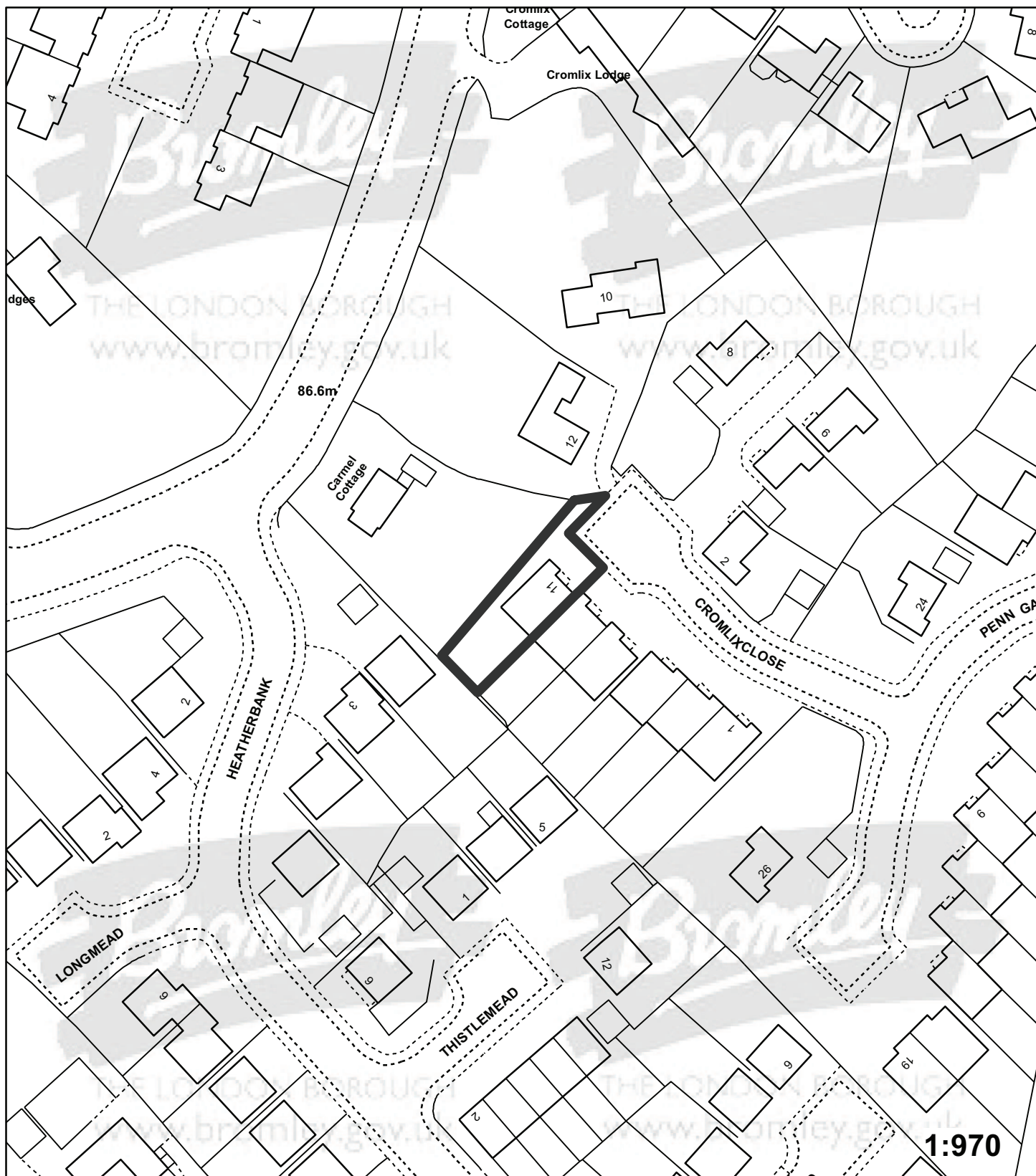
- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 3 ACC03 Details of windows
 ACC03R Reason C03
- 4 ACK01 Compliance with submitted plan

Reason: In order to comply with Policies BE1 and BE11 of the Unitary Development Plan and in the interest of the visual amenities of the conservation area and the amenities of the nearby residential properties.

Application:13/00923/FULL6

Address: 11 Cromlix Close Chislehurst BR7 5SJ

Proposal: Roof alterations to incorporate rear dormer extensions and roof lights to front



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

SECTION '2' – Applications meriting special consideration

Application No : 13/01047/FULL6

Ward:
Petts Wood And Knoll

Address : 6 Hollingworth Road Petts Wood
Orpington BR5 1AG

OS Grid Ref: E: 543788 N: 166981

Applicant : Mr Sandford

Objections : NO

Description of Development:

Part one/two storey front, side and rear extension

Key designations:

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

Proposal

Permission is sought for a part one, part two storey front, side and rear extension.

The two storey element has a rearward projection of 2.6 metres with a 1 metre side space to the eastern boundary before wrapping around the flank elevation with a width of 3.6 metres.

The single storey element features a garage to the eastern boundary, with a forward section extending the existing front room and porch by 1 metre.

Location

The application site is located at the northern edge of Hollingworth Road and features a two storey semi-detached dwelling.

Comments from Local Residents

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

Comments from Consultees

No technical consultations were undertaken.

Planning Considerations

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

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

Supplementary Design Guidance 1 and 2

The National Planning Policy Framework

Planning History

There is no planning history for the site.

Conclusions

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

The two storey element has a depth of 2.6 metres from the rear wall and has a separation of 1 metre at its closest point to the eastern boundary with No.4 and 3.3 metres to the western boundary with No.8. No first floor flank windows are proposed with the hipped roof over this element being subservient to the host dwelling. It is therefore considered that the rear element is acceptable. The two storey side element increase the side space proposed to in excess of 2.5 metres at its mid-point and continues the properties gable end design before being set subservient to the front elevation. Given the level of separation provided, in particular to the front elevation, where this reaches some 5 metres, it is considered this is also acceptable.

The single storey side extension is set at an angle to the boundary with a width of between 2.7 metres and 4.4 metres at the front and 2.5 metres to the rear. This element largely replaces an existing single storey attached garage and is not considered to result in any further impact upon the amenities of the residents at No.4. Although Policy H9 requires a 1 metre side space for the full length and height of a development of more than two storeys, it is considered that taking the existence of the current garage that is to be replaced and the level of side space provided for the majority of the first floor and two storey elements, there will be no harm of the spatial standards of the area, the amenities of the neighbouring residents or any terracing.

The front of the curtilage is capable of holding at least two vehicles and although the dimensions of the proposed garage are questionable in terms of the size required for a car, it is not considered that any increase in on-street parking would result due to the parking capable of being provided.

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

Background papers referred to during production of this report comprise all correspondence on file ref. 13/01047, excluding exempt information.

RECOMMENDATION: PERMISSION

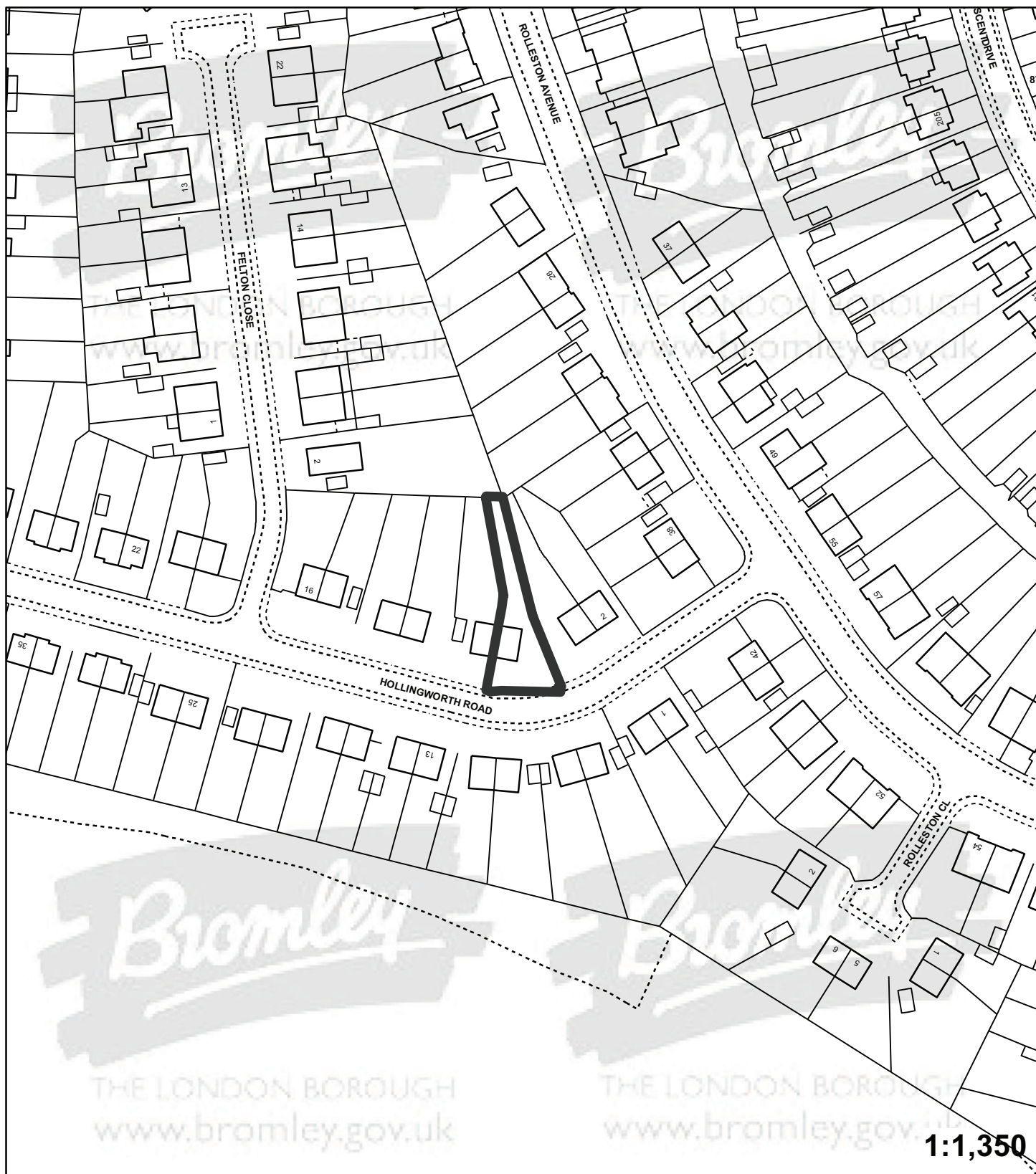
Subject to the following conditions:

- | | | | |
|---|--------|--|----------------------------------|
| 1 | ACA01 | Commencement of development within 3 yrs | |
| | ACA01R | A01 Reason 3 years | |
| 2 | ACC04 | Matching materials | |
| | ACC04R | Reason C04 | |
| 3 | ACK01 | Compliance with submitted plan | |
| | ACC01R | Reason C01 | |
| 4 | ACH02 | Satisfactory parking - no details submit | |
| | ACH02R | Reason H02 | |
| 5 | ACI12 | Obscure glazing (1 insert) | in the eastern first floor flank |
| | ACI12R | I12 reason (1 insert) | BE1 |
| 6 | ACI13 | No windows (2 inserts) | eastern and western extension |
| | ACI13R | I13 reason (1 insert) | BE1 |

Application:13/01047/FULL6

Address: 6 Hollingworth Road Petts Wood Orpington BR5 1AG

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



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SECTION '2' – Applications meriting special consideration

Application No : 13/01097/FULL3

Ward:
Bickley

Address : Land South West Side Of Chislehurst
Railway Station Bickley Park Road
Bickley Bromley

OS Grid Ref: E: 543196 N: 169360

Applicant : Network Rail Infrastructure Limited

Objections : YES

Description of Development:

Change of use from operational railway land to commercial car park providing 47 car parking spaces and 13 lighting columns

Key designations:

Conservation Area: Chislehurst
Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads
Open Space Deficiency

Proposal

- The proposal seeks to change the use of the land from operational railway land to a commercial car park providing 47 car parking spaces
- The proposal will provide a pay and display car park to be used by customers of the adjacent Chislehurst Station.
- The proposal will involve an area of hardstanding to provide 47 car parking spaces running the length of the site. The proposal also includes related paraphernalia such as ticket machines.
- The proposal retains the existing vehicular access onto Summer Hill. Thirteen 6.4m tall lighting columns are also proposed.

Location

The site is located on the southern side of the railway and is currently vacant. The site lies within the Chislehurst Conservation Area and is accessed via Summer Hill.

To the south of the site there are detached residential dwellings, with the railway station to the north.

Comments from Local Residents

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

- pollution/noise and disturbance
- increase in vehicular traffic and highway safety issues
- main station car park should be used
- environmental impact
- impact on the character of the conservation area
- security issues and crime risk
- loss of privacy

A letter of support has been received from the London Region Co-Ordinator Alliance of British Drivers on the basis that rail use should be encouraged by such the permission of such car parks.

Comments from Consultees

No technical drainage objections are raised subject to standard conditions relating to surface water drainage.

TfL raises no objections in principle, however electric vehicle charge points and disabled spaces should be provided by way of a condition. Dialogue should be entered into with Network Rail concerning the provision of a new bus stop and toilet on the station site. No provision is made for cycle parking however this may not be needed if existing station cycle parking is adequate.

Technical highways comments have been received. Previously the principle of providing a VMS had been agreed in order to prevent vehicles entering the site once all spaces have been taken. This does not seem to have been included this time and we should have confirmation this is still proposed. A condition would be sufficient. TfL were previously concerned about manoeuvring in the first section of the access and it is not clear if that has been resolved. TfL also raised the issue of the disabled spaces and those required under the London Plan to have electric charging points. It is more sensible to have the additional disabled spaces located near the station entrance rather than in this car park. These, and the spaces with electric charging points, are not shown on any plan. A condition can be imposed to address this. It may also be advantageous to have a right turn pocket in the centre road markings in Bickley Park Road leading to the site and possibly move the central island. It is not clear if it is proposed to widen the access but a Road Safety Audit should be carried out to pick up any issues but that may be best once the location of the VMS has been agreed. A non-standard condition could be imposed. Standard conditions are suggested.

Any Environmental Health or English heritage comments will be reported verbally.

No Thames Water objections are raised, subject to informatives.

The Environment Agency has commented that the proposal will be acceptable subject to a condition requiring a sustainable drainage system to be agreed by the Local Planning Authority.

Crime Prevention Officer has suggested a 'secure by design' condition.

APCA raises no objections.

Any comments from The West Kent Badger Group will be reported verbally.

Planning Considerations

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

- BE1 Design of New Development
- BE11 Conservation Areas
- BE14 Trees In Conservation Areas
- BE16 Ancient Monuments And Archaeology
- NE5 Protected Species
- NE7 Development And Trees
- T3 Parking
- T4 Park And Ride
- T6 Pedestrians
- T9 Public Transport
- T10 Public Transport
- T18 Road Safety

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework, which is a material consideration.

- London Plan Policy 5.1 Climate Change Mitigation
- London Plan Policy 5.12 Flood Risk Management
- London Plan Policy 5.13 Sustainable Drainage
- London Plan Policy 6.4 Enhancing London's Transport Connectivity
- London Plan Policy 6.13 Parking
- London Plan Policy 7.3 Designing Out Crime
- London Plan Policy 7.8 Heritage Assets And Archaeology
- London Plan Policy 7.14 Improving Air Quality
- London Plan Policy 7.15 Reducing Noise And Improving Soundscapes
- London Plan Policy 7.21 Trees And Woodlands

The Supplementary Planning guidance for the Chislehurst Conservation Area is also a consideration.

Planning History

Planning permission was granted under ref. 01/01106 for use of land for storage and parking of commercial vehicles with retention of hardstanding and siting of mobile building (RETROSPECTIVE APPLICATION) for a temporary period.

Planning permission was refused under ref. 07/02958 for use of land for storage and parking of commercial vehicles with retention of hardstanding. The refusal grounds were as follows:

'The intensification of use of this site has had a seriously detrimental impact on the visual and residential amenities of the Chislehurst Conservation Area contrary to Policies BE1, BE11 and EMP6 of the Unitary Development Plan.

The proposal involves the unsatisfactory severance of adjacent garden land and its use for inappropriate commercial purposes, causing harm to the street scene and the Chislehurst Conservation Area, contrary to Policies BE1 and BE11 of the Unitary Development Plan.'

The application was subsequently dismissed on appeal. The Inspector states:

'The incorporation of the appeal site into the existing commercial site has significantly widened the frontage to Summer Hill. The appeal site is clearly visible in the street scene when approaching from either direction where it appears as an uncharacteristic open expanse of hard standing. In addition its development has increased views into the remainder of the site which were previously limited. The steel fencing on the frontage is industrial in appearance and out of keeping in the area where close boarded wooden fencing and brick are more characteristic. The fencing draws attention to the site and to the display of parked commercial vehicles which are themselves intrusive, being clearly visible through the fence. Although the appeal site lies just outside the Conservation Area it has a detrimental effect on views both into and out of it thus failing to preserve or enhance its character or appearance and conflicting with the requirements of Policy BE13 of the London Borough of Bromley Unitary Development Plan (UDP), adopted in 2006.

The site is clearly visible from the house and garden at Holly Rigg. This materially compromises the outlook from this property. Not only has the appearance of the site altered significantly from its former state as garden land but the removal of the original fence and vegetation has increased views of the busy A222 (Summer Hill).

The appellants suggest that as the site is kept tidily its effect is limited. However, in my view the activities themselves and the creation of a hard surface are an incongruous form of development in this location regardless of the tidiness of the operation, which I would not dispute. It is further suggested that evergreen planting could be introduced to screen the activities from the street but even if a suitable screen could be achieved in a reasonable time scale this would not in my view overcome the harm to the character of the area that has resulted from the change of use of the appeal site.

I therefore conclude on the main issue that the proposed development if permitted to remain would have a materially detrimental effect on the character and appearance of the street scene and would fail to preserve or enhance the character or appearance of the adjoining Chislehurst Conservation Area. In consequence it would conflict with the requirements of Policies BE1 and EMP6 of the UDP which taken together expect new business uses outside designated areas to respect the surrounding area, not detract from the street scene and not adversely affect the amenity of surrounding properties.

The Council is concerned that the development could cause noise and disturbance to nearby properties. However, at the time of the site visit, early afternoon on a weekday, the predominant noise was from traffic on the busy A222, Summer Hill. Although I accept that there would be some noise from the site, particularly during manoeuvring of vehicles, I am not persuaded that this would normally be noticeable above the general traffic noise.'

Planning permission was refused under ref. 09/02522 for use of the land for the display of commercial vehicles for sale, retention of hardstanding and siting of mobile building. RETROSPECTIVE APPLICATION and later under ref. 09/02585 for use of land for storage and parking of commercial vehicles/ cars with retention of hardstanding, use of existing building for garaging of commercial vehicles and ancillary storage RETROSPECTIVE APPLICATION. The refusal grounds were as follows:

'The continued use of the land for display, storage, sale of commercial vehicles and associated development, materially detracts from the visual and residential amenities of the area and the character and appearance of this part of the Chislehurst Conservation Area contrary to Policies BE1, EMP6, BE11 of the Council's adopted Unitary Development Plan and Supplementary Planning Guidance for Chislehurst Conservation Area.'

Planning permission was refused under ref. 12/02096 for change of use from operational railway land to commercial car park providing 44 car parking spaces. The refusal grounds were as follows:

'The proposed commercial use and associated development would materially detract from the visual amenities of the area and the character and appearance of this part of the Chislehurst Conservation Area, contrary to Policies BE1 and BE11 of the Council's adopted Unitary Development Plan and Supplementary Planning Guidance for Chislehurst Conservation Area.'

Conclusions

The main issues relating to the application are the effect that it would have on the character of the Chislehurst Conservation Area, the impact that it would have on the amenities of the occupants of surrounding residential properties, the impact on trees and the impact on parking, highway safety and the use of the station. Other

considerations include the impact on protected species and the archaeological importance of the site.

The Supplementary Planning Guidance for the Chislehurst Conservation Area states in relation to the Station/Old Hill sub-unit:

'3.50 The strong characteristic of this Character Sub-unit is the generally 'organic' nature of its development and consequent form relative to the careful planning and layouts, and innovative architecture being utilised in other parts of the Conservation Area. The area contains a cohesive but diverse mixture of building styles with a complex and stimulating layout. Despite the intensity of settlement, extensive woodland still remains in this pocket (such as in private gardens) providing a sylvan atmosphere and green setting, which should be maintained with any future development.'

The Supplementary Planning Guidance states in Para 4.12 that new development may be appropriate on vacant plots subject to existing densities and in relation to hardstandings and changes of use it states:

'4.36 Proposals for provision of driveway access and hardstandings are usually generated by the desire to accommodate motor vehicles on the plot, or to increase the capacity for this use. In some parts of the Conservation Area these desires may be able to be met without detracting from the values of an Area. This will usually require a combination of restraint and careful design. Hard standings on the front of plots can seriously diminish the setting of a building. Where the available area is confined, it may not be appropriate.

4.46 ...On site parking can impact adversely upon open spaces which are contributory to the character and appearance of the Area, such as through the loss of garden settings. Where parking is on street, the cumulative presence of many cars for much of the time can detract seriously from the appearance of an Area.

The site is currently vacant and up until recently was used in connection with a van hire company. This previous use benefitted from planning permission granted in 2003 for a temporary period only. A similar application was refused in 2009 on the grounds that the use and associated hardstanding would detract from the attractive character of the Chislehurst Conservation Area. The Council was also concerned that the use of the site had intensified significantly from the expired 2003 permission. An appeal was dismissed in connection with this use. The van hire company operated from the site without planning permission and therefore the previous presence of car parking and hardstanding on the site does not in itself justify the operation of a similar use.

The proposed use as a car park, along with the hardstanding and other related issues, would be considered harmful to the character and visual amenities of this part of the Chislehurst Conservation Area. The area is currently open and although disused, provides an open space which adds as a gateway to the conservation area and adds benefit to its character. On the basis of the recent planning history,

which includes a very similar proposal refused under ref. 12/02096, the Council and Inspectorate have found the permanent commercialisation of this site unacceptable for this reason. It is noted that the proposed use as a car park would differ from the previously refused vehicle sales use, however the appearance of the site and extensive area of hardstanding proposed would not be dissimilar to that previously considered.

In respect to the amenities of neighbouring residential properties, the development would be sited at the end of the gardens of properties on Woodlands Road and Vale Road. The proposed use of the land as a car park would create additional vehicular movements and however the Inspector previously considered that this would not be greater than the existing situation, with noise created from traffic on Summer Hill. The proposed use is likely to have busy periods at the start and end of the day and therefore the general noise and disturbance added would not be considered seriously more harmful than either the current situation or the previously operating use from the site, as stated by the Inspector.

In addition, the headlights from cars using the site may create light pollution to these dwellings, however the use of acoustic boundary treatment could be conditioned to reduce light pollution. The proposed lighting columns for the car park are considered acceptable, with overspill shields capable of preventing lighting spillage. The lighting raised no Environmental Health comments under the previous proposal and although the car park would require more intense and consistent illumination than the previous use, this is not considered to result in an unacceptably detrimental impact on the neighbouring amenities. The side boundary of the site provides a tall wall and fence which means that the lighting is unlikely to adversely affect most of the properties backing onto the site. This boundary is also well screened with high vegetation for the majority of the length of the site. The nearest property to Summer Hill (Walsingham Lodge) has a lower boundary fence to the rear and therefore lighting may affect this property more. There is one lighting column proposed on this particular part of the site adjacent to Walsingham Lodge, however light spillage will result to the site between Walsingham Lodge and the site, which is currently vacant and will not spill onto the residential curtilage of Walsingham Lodge. Therefore residential amenity would not be greatly affected.

Subject to a demonstration of adequate turning areas, control of vehicles entering the site with a VMS system, provision of vehicle charge points, highway modifications and disabled spaces being provided, no technical highways objections are raised. It is noted that the proposal may be considered to encourage rail use and park and ride facilities, which the Council will support. However the benefits of the proposal would not outweigh the harm described above.

Having had regard to the above it was considered that the proposed development would be unacceptable in that it would result in a detrimental impact on the character of the Chislehurst Conservation Area. It is therefore recommended that Members refuse planning permission.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/002096 and 13/01097, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

- 1 The proposed commercial use and associated development would materially detract from the visual amenities of the area and the character and appearance of this part of the Chislehurst Conservation Area, contrary to Policies BE1 and BE11 of the Council's adopted Unitary Development Plan and Supplementary Planning Guidance for the Chislehurst Conservation Area.

Application:13/01097/FULL3

Address: Land South West Side Of Chislehurst Railway Station Bickley
Park Road Bickley Bromley

Proposal: Change of use from operational railway land to commercial car
park providing 47 car parking spaces and 13 lighting columns



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/01131/FULL6

Ward:
Hayes And Coney Hall

Address : 61 Courtlands Avenue Hayes Bromley
BR2 7HY

OS Grid Ref: E: 539428 N: 166400

Applicant : Mr And Mrs Neil Foxen

Objections : NO

Description of Development:

First floor side extension with juliet balcony to rear

Key designations:

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

Proposal

The application seeks consent for a first floor side extension incorporating a Juliet balcony to rear.

The proposed extension will project to a maximum width of 3.2 metres from the south east flank elevation at a maximum ridge height of 6.9 metres, and depth of 5.1 metres.

Location

The application property is a two storey semi-detached dwelling with hip roof located on the west side of Courtlands Avenue, Hayes.

Consultations

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

Comments from Consultees

N/A

Planning Considerations

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

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

National Planning Policy Framework (2012)

Planning History

Ref. Number	Description	Status	Decision
09/01849/FULL6	Single storey side extension	PER	07.09.2009
09/01849/AMD 01.02.2010	AMENDMENT: alteration to front elevation		AMDAPR

Conclusions

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

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

Design and Visual Amenity

Planning permission was granted in 2009 for a single storey side extension incorporating a garage (ref. 09/01849). That permission is implemented and the extension built.

Policy H9 states that side extensions of two or more storeys in height should retain a minimum 1 metre separation distance from the side boundary for the full height and length of the flank wall of the building.

The proposed extension will be on the southeast flank elevation, inset 950mm from the side boundary. The side boundary tapers with the plot increasing in width towards the rear. Although, this is less than the minimum distance required by policy, the proposed extension is not considered to be unduly cramped or visually prominent within the street scene, as it will be set back 3.8 metres back from the front elevation of the property and 2.1 metres below the ridge. As a result, it will appear visually subordinate when viewed from the street frontage along Courtlands Avenue.

Furthermore, the building line is staggered, with the application property and the adjoining semi (No.63) positioned further back in the plot from the street frontage in relation to neighbouring properties to the south. Therefore the proposal will not create a terracing effect. The extension will have a hip roof and will be faced in rough case render with uPVC windows to match the host dwelling. As such, the proposal is considered to be acceptable in design terms and will not have an adverse visual impact on the streetscene or surrounding area.

Residential Amenity

With regard to amenity, the neighbouring property at No. 59 is set further forward in the plot, with the effect that the first floor side extension would be visible from the rear garden of the neighbour. In terms of scale and form, the extension is set in 950mm from the side boundary and is not considered to have an unduly overbearing impact on the neighbour. No first floor flank windows are proposed and the existing first floor stairwell window will be obscure glazed to prevent overlooking. The proposed first floor rear facing Juliet balcony will create some oblique overlooking towards the private garden of the adjoining neighbour at no. 59, but views will be restricted toward the rearmost section of the garden. Therefore, refusal based on overlooking and loss of privacy is unwarranted. In relation to properties at the rear, the rear boundary comprises mature vegetation and planting. An ample separation distance of 17 metres will be retained to the rear boundary.

Summary

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

Background papers referred to during production of this report comprise all correspondence on file ref. 13/01131, excluding exempt information.

RECOMMENDATION: PERMISSION

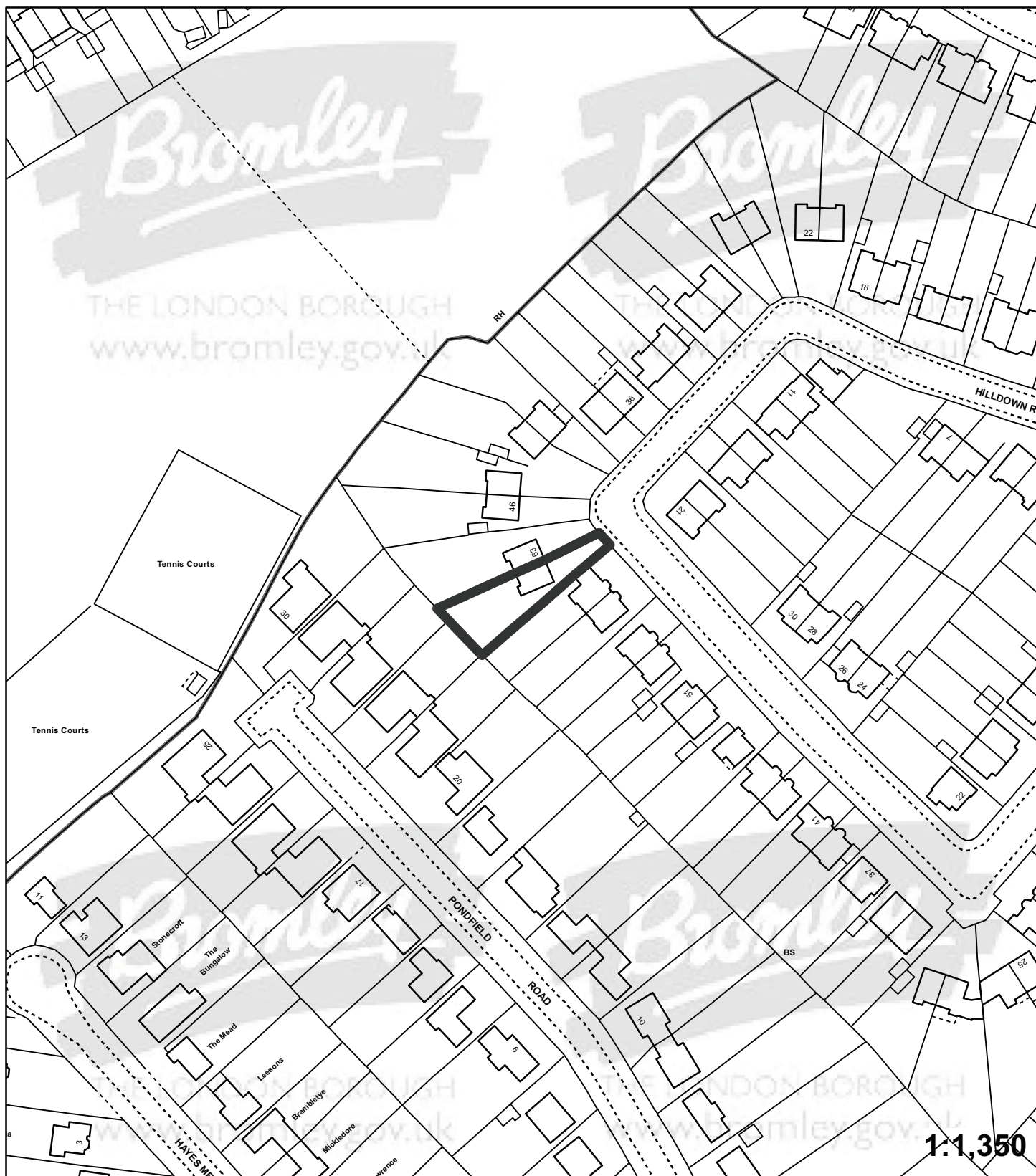
Subject to the following conditions:

- | | | | | |
|---|------------------------------|--|------------------|--------------------|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years | | |
| 2 | ACC04
ACC04R | Matching materials
Reason C04 | | |
| 3 | ACK01
ACC01R | Compliance with submitted plan
Reason C01 | | |
| 4 | ACI13
extension
ACI13R | No windows (2 inserts)
I13 reason (1 insert) | south-east flank | first floor
BE1 |

Application:13/01131/FULL6

Address: 61 Courtlands Avenue Hayes Bromley BR2 7HY

Proposal: First floor side extension with juliet balcony to rear



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

SECTION '2' – Applications meriting special consideration

Application No : 13/01151/FULL3

Ward:
Darwin

Address : Land At Junction With Sheepbarn Lane
And Layhams Road Keston

OS Grid Ref: E: 539721 N: 161137

Applicant : Mr N And L Reid

Objections : YES

Description of Development:

Use of land for stationing of caravans including boundary fencing and landscaping (to provide two Showmens family Plots)

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Gas HP Pipelines
Gas HP Zones Gas HP Zones:
Gas Pipelines
Green Belt
London City Airport Safeguarding
Local Distributor Roads
Sites of Interest for Nat. Conservation

Proposal

This application seeks permission for the use of land for stationing of caravans to provide two Showmens' family plots. The site is bounded by Layhams Road and Sheepbarn Lane on two sides, and open land and the existing Showmen's site to the other. Access to the site would be gained from the previously used access to Layhams Road

The application has been submitted with supporting information to justify the proposal, including information regarding the search for suitable sites for the applicants and information regarding personal circumstances.

The supporting documentation argues that there is an identified need for the site, there is a lack of any suitable or available alternative sites within the area of search and that the applicants have strong working ties to this area. It is suggested that there is no reason why the recent permission further along Layhams Road should have been granted and this site not. Changes since the previous appeal decision

are set out including updated national policy, the Council's proposals for traveller policy including needs assessment, and the personal circumstances of the families of the applicants.

The case regarding the landscape and buffer value of the site explains that the site can be suitably landscaped and suggests that the Council should not rely on the site as a buffer for the other showmens plots beyond.

Comments from Local Residents

One letter of objection has been received which raises concerns about more caravans being located in this area.

Comments from Consultees

The Environmental Health Officer and Thames Water have no objections to the proposal.

Highways have no objections in light of the previous appeal decision.

The Environment Agency refer to standing advice for this site and Drainage comments suggest conditions.

From a Planning Policy aspect, comments are as follows: Since the previous appeal on this site there have been a number of policy changes notably The London Plan (2011) and the PPTS which both emphasise the need for boroughs to set their own targets and the importance of cross borough working (PPTS para 8, London Plan Policy 3.8). The PPTS goes further to advise that Boroughs need to identify a 5 year supply of deliverable sites. The targets, 5 year supply and cross borough co-operation are currently being considered through the local plan process.

The Planning Policy for Traveller Sites (PPTS) reflects that of previous Green Belt guidance, advising that traveller sites (which includes travelling showmens plots) are inappropriate development in the and such development should only be approved in exceptional circumstances. Additionally the PPTS (para 15) advises that "exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application".

The Council is currently considering how to address the need for pitches (Gypsies and Travellers) and plots (Travelling Showpeople) through the development of its Local Plan. To this end it has produced a needs assessment for "Gypsies and Travellers and Travelling Showpeople" of which relevant extracts are set out below:

The PPTS advises that evidence should be assembled through co-operation with travellers and their representative groups. With regard to Travelling Showmen, the assessment was produced on the basis of discussions with, and representations

from the Guild in relation to another extension to the Showmans Site which was granted permission in 2009 and an application on this site which was refused and then dismissed on appeal in 2011. The assessment (produced March 2013) suggests that there is no need for a full additional plot within the 5 year period, indicating a need for 0.4 Travelling Showmens plots within the 5 year period and a further 6 plots to 2030.

The Council has consulted on its Local Plan "Options and Preferred Strategy" to address the assessed needs. The preferred options include the designation of Traveller Sites within the Green Belt (consistent with the guidance in PPTS para 15) which advises that "exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application".

Detailed representations have been made on behalf of the applicant to both this application and the "Options and Preferred Strategy" consultation indicating that there is outstanding need for the Levi Families and that the position of the Showmens Guild is that the current Showmens Site is no longer sufficient to meet need. These representations will be considered through the Local Plan process. Should this consideration indicate need the Council will need to demonstrate that it is meeting a 5 year supply for plots.

Planning Considerations

The proposal falls to be considered with regard to Policies H6 (Gypsies and Travelling Showpeople), T18 (Road Safety), BE1 (Design of New Development), NE12 (Landscape Quality and Character) and G1 (Green Belt).

London Plan Policy 3.8 which requires that the accommodation requirements of gypsies and travellers (including travelling show people) are identified and addressed in line with national policy, in co-ordination with neighbouring boroughs and districts as appropriate.

Planning Policy for Traveller Sites - March 2012 (PPTS).

The National Planning Policy Framework (NPPF) are also relevant.

A Gypsy and Traveller Needs Assessment (GTAA) was published in March 2008 by Fordham Research, and this has fed into the London Plan housing targets for the Borough in due course, although these have not yet been published. This reveals a need for Showmen's Plots within Bromley. It defines Travelling Showpeople as follows: "Travelling Showpeople is a term used to describe those who organise and run fairgrounds.

They live on sites (or 'yards') in static caravans or mobile homes, along with smaller caravans used for travelling, with their equipment (including rides, kiosks and stalls) kept on the same plot. The site is traditionally used as 'winter quarters' from which Showpeople travel during the summer months, although older family members and children may live on the site all year round. Pressure for land in London means Showpeople sites have closed in recent years, while the declining

popularity of fairgrounds means employment opportunities are more limited. Showpeople do not constitute an ethnic group, but are recognised as occupational travellers with a long tradition and history."

There is relevant planning history for this site which is exclusively related to the use of the land for stationing of gypsy caravans, and dates back to the early 1990s, the most recent being in 2001. All applications were either refused or withdrawn, and those appealed were dismissed at appeal. A recent application 08/02802 by the same applicants was withdrawn.

Application reference 01/00502 was for the use of land for stationing of 4 caravans with two washroom buildings, hardstanding areas and access road. This was dismissed at appeal. In consideration of this appeal the Inspector made the following comments:

"The previous appeal decisions have clearly shown that the site is prominent, next to a busy crossroads and readily visible in an area of acknowledged character. Any development there would be easily seen through the roadside trees and would appear obtrusive in this contravening one of the purposes of including land in the Green Belt, as defined in PPG2. As a result there would be clear harm to the visual amenity of the Green Belt [...] thereby breaching both the extant and emerging UDPs."

He continued: "The showmens' land is set further back from the more open southern frontage of the appeal site and in my opinion the appeal proposal would be significantly more intrusive and would harm the openness of the Green Belt, which PPG2 says is its most important attribute; the fundamental aim of the Green Belt policy is to keep land within them permanently open. In my opinion the presence of the showmens' quarters does not justify the significant harm which the proposal would cause to the openness and visual amenity of the Green Belt. It rather reinforces the need to avoid visually damaging development close to the roadside."

In a 1992 appeal the Inspector came to a similar conclusion, stating that "the appeal development causes considerable harm to this particular site.... the severe disadvantages of a gypsy site at this location are too substantial to be outweighed by the evidence of special circumstances put forward at the Inquiry."

In 2009 an application identical to this proposal was refused by the Council for the following reasons:

1. The site is located in the Green Belt wherein there is a general presumption against inappropriate development. No very special circumstances have been demonstrated to justify making an exception to Policy G1 of the Unitary Development Plan and Planning Policy Guidance Note 2 'Green Belts'.
2. The proposal constitutes an undesirable form of urbanised development on a prominent site within the Green Belt, harmful to the open character and visual amenities of the area, and which will undermine the screening the site

currently offers to the non-conforming Showpeoples' site beyond, thereby contrary to Policies G1 and NE12 of the Unitary Development Plan and PPG2 - Green Belts.

- 3 This proposed site for travelling showpeople lies within the Green Belt within an area of constraint and is therefore contrary to Policy H6 of the Unitary Development Plan.
- 4 The proposed use of the land will undermine the Council's proposed strategy to accommodate any additional identified need for Travelling Showmen within the Borough by virtue of its inappropriate location and character, therefore contrary to guidance in Circular 04/2007 and Policy H6 of the Unitary Development Plan.
- 5 In the absence of information to demonstrate otherwise, the proposal may give rise to unsafe conditions within the highway, therefore contrary to Policy T18 of the Unitary Development Plan.

A subsequent appeal was dismissed in January 2011. The Inspector concluded that the proposal would constitute inappropriate development within the Green Belt which would harm the character and appearance of the area, injuring the visual amenities of the Green Belt and reducing its openness. Although he considered that the need of the appellants attracted significant weight, overall he decided that the totality of harm would be considerable, and that harm and the harm by reason of inappropriateness would not be outweighed by the reasons put forward by the appellants. The Inspector also considered that a temporary permission would not be appropriate as there was no expectation that any other sites would come forward at the end of any temporary period, nor that planning circumstances would change.

In 2010 an application was submitted to expand the existing Showpeople site at Keston. This was based on the expansion of families at the existing site and provided detailed information for each family and its needs. This actually proposed plots for 7 families. The application was permitted on the basis that it met the identified needs of local showpeople and was able to be effectively screened, and that therefore the harm caused was outweighed by very special circumstances. This permission was granted on the basis that it would satisfy the local need up to at least 2017.

Conclusions

The main issues in this case are the appropriateness of the proposal in the Green Belt, the impact on the character and appearance of the area, the need for sites for Showpeople and the particular circumstances put forward in this case.

The applicants in this case are accepted to be Travelling Showpeople as defined in the PPTS.

The requirement for Showpeople's sites must be identified as for housing and employment land, however such designations and any specific planning

permissions for such land / development have regard to existing land designations and would rarely be considered within the Green Belt as they would be inappropriate development, harmful by definition. Only where it can be demonstrated that other policy considerations can be overcome or addressed would such highly valued land as Green Belt be proposed to meet a need and only then if it was considered that very special circumstances existed. In this case the consideration by Inspector's and the Council (as set out below) draws what is considered to be a firm conclusion regarding the suitability of this land for occupation or development.

There is considerable history of refusals and dismissed appeals for this land, including most recently in 2011 for a similar proposal. The site is within the Green Belt and it is clear that this use would impact upon the openness of the Green Belt, also being an inappropriate use and therefore would be harmful by definition. It is necessary to balance these considerations against the merits of this case including the very special circumstances suggested in the supporting information.

It is acknowledged that the applicants have experienced difficulties in finding suitable accommodation as set out in the supporting information and also that they are experiencing health issues. However, these points alone are not considered to be suitably compelling to warrant the setting aside of established Green Belt policy, and this view is supported by previous decisions for this site

The site is of considerable visual importance as a buffer to the Showmens' site beyond on this prominent junction. The applicants argue that there will be suitable screening along the boundary, however this is not considered to be the case and there will clearly be views into the site from a number of directions. The hardsurfacing which was previously laid on the site is now barely visible and for all intents and purposes the site is viewed as a green and pleasant landscape buffer protecting the openness and visual amenities of the Green Belt and the area from the Showmens' site beyond. Although landscaping is proposed, it is clear that this cannot mitigate against harm to the openness of the Green Belt and could never be entirely effective in screening a use which involves the parking of numerous vehicles for much of the year and movements in and out of the site. This is a view strongly echoed by the Inspector in the 2011 appeal.

Policy E of the PPTS sets out at paragraphs 14 and 15: "Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. 15.

Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only." It is understood that the applicants are hoping that the site may be allocated in the future as a traveller site, however this is not currently the case and this policy

makes clear that such decisions should not be made via a planning application decision.

Policy H of the PPTS sets out the approach that Local Planning Authorities should take to determining applications for such traveller sites. It sets out that applications must be considered in accordance with the development plan and also the presumption in favour of sustainable development. It continues at paragraph 22 to set out specific issues which ought to be considered in determining applications, which are set out below with comments:

a) the existing level of local provision and need for sites:

The existing Showmens' site on Layhams Road was granted planning permission on appeal in 2001 and therefore the Borough has accommodated considerable need in the last decade for families, many of whom have previously resided outside of the Borough and potentially had no particular need or reason to live within Bromley specifically. The GTAA does provide Borough breakdowns, however it is emphasized that these are not targets for individual Boroughs, which will be decided in subsequent policy discussions (presumably by the GLA and Boroughs). This breakdown does show that 8.6% of Showmen in Greater London reside in Bromley, and that only Hillingdon and Hounslow have a greater population. On the basis of the existing need met within Bromley, and the recently identified additional need which has been accommodated on land to the north of the existing Showmen's site, this application is premature and not suitably support or justified with regard to need.

b) the availability (or lack) of alternative accommodation for the applicants:

Although it is acknowledged that the applicants have experienced difficulties in relation to accommodation, it does appear that they have been able to find places to stay in recent years. It is understood that these circumstances may not be ideal for the families, and this is a matter which weighs in favour of the application proposal.

c) other personal circumstances of the applicant

The applicants put forward a case of personal circumstances (which can be examined within the application file) primarily relating to health issues affecting several family members including children, which it is suggested would be assisted by securing permanent accommodation in this location. This is a consideration that is also in favour of the application proposal.

d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites:

This is an unallocated site and therefore must be considered with regard to saved Policy H6 of the Unitary Development Plan requires that sites for use by travelling showpeople be situated outside of any areas of constraint. This proposal does not comply with this criteria being within the Green Belt.

e) that they should determine applications for sites from any travellers and not just those with local connections.

This is acknowledged, although the applicants connections with the area appear to be slight, as set out by the Inspector in 2011 at paragraph 22.

Consideration must be given to whether the changes since the last decision at the site. These are suggested by the applicant's agent in the supporting statement as follows, with comments:

1. Circular 04/2007 has been replaced with PPTS and the previous policy was considered flawed.
This application is considered under the current policy, and the conclusions reflect the guidance in the PPTS.
2. The existing showpeople site is now screened by a high conifer hedge and no longer relies on this site to provide a visual buffer.
It is beneficial that the existing site is well screened by the conifers along its boundary, however it remains the case that the space and vegetation on this site perform an important function in retaining a rural feel to this location, which if the site was occupied would be lost.
3. The Council are proposing to remove the sites from the Green Belt to ensure sufficient land is provided for travellers in Bromley.
There are proposals at an early stage to remove the existing traveller sites from the Green Belt at Layhams Road in order to allocate these specifically for travellers. This is to ensure that the current provision is retained. This doesn't make the current proposal acceptable and is not yet policy.
4. The London Plan 2011 failed to allocate provision between London authorities.
This is correct, however with the recently granted permission to extend the site for 7 additional family plots at Layhams Road to the north which was to meet need up to at least 2017, it is considered that Bromley has met a significant need for Showpeople and there is no current additional need identified.
5. The 2013 Bromley Need Assessment notes that the Showmens Guild would now support this site (having previously not supported the proposal) and accept that there is an unmet need for more yards that was not met by the 2010 permission at Layhams Road.
The document referred to is the Evidence Based Paper which notes that the Guild suggest that there is a greater unmet need then previously identified. The accommodation allowed by permission 10/00281 was clearly set out to meet the identified local need. The arguments put forward in this case in terms of the need for accommodation, although clearly raising difficult issues for the applicants, are not currently identified in the needs assessment.

6. The families have 6 children and are worried that they will require greater attendance and need to be more settled. At present the children are only at school during the winter months and home educated for the rest of the year. The families would not consider enrolling them in schools where fairs are held due to prejudice of settled children towards travellers in general:
The personal circumstances of the families are taken into account in the overall assessment as part of the very special circumstances case, however combined with the other points put forward these are not considered to outweigh the harm caused.

The proposal is considered to be inappropriate development in the Green Belt which will also cause actual harm to openness and character. It is therefore necessary to consider whether the harm caused is outweighed by the circumstances put forward. For the reasons discussed above, the very special circumstances claimed in this case would be clearly outweighed by the harm which would be caused to the openness of the Green Belt and the character of the area. Whilst the existing Showmens' site is fairly well screened and contained, it is not clear that such an effective degree of visual protection could be achieved in this instance without subsequent harm to the character of the area and the Green Belt, thereby contrary to Policy NE12 of the Unitary Development Plan.

On balance, there are not considered to be very special circumstances in this case to warrant the setting aside of normal Green Belt Policy considerations, and the need for additional plots will be assessed through the Local Plan process and, as advised in the NPPF, any Green Belt boundary changes should only be made in this way and not in response to a planning application, therefore refusal is recommended accordingly.

Background papers referred to during production of this report comprise all correspondence on files refs. 91/01391, 92/01582, 94/02129, 94/02739, 99/02264, 01/00502, 08/02802, 09/03165 and 13/01151, excluding exempt information.

Consideration has been given to the Human Rights Act 1998 and the appropriate Convention Rights. Officers are satisfied that these rights will not be breached or alternatively any breach is justified under the doctrine of proportionality

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

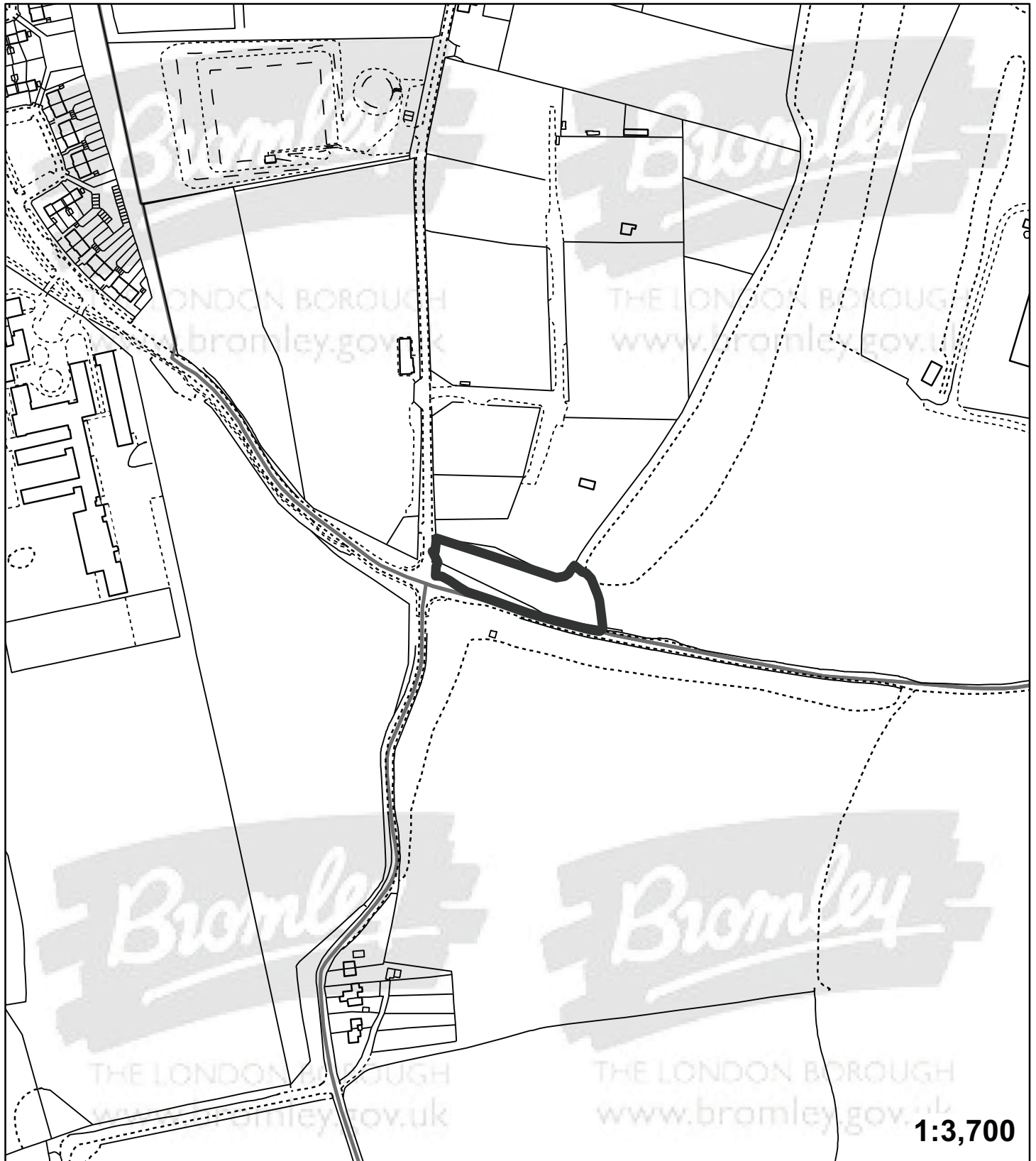
- 1 The site is located in the Green Belt wherein there is a general presumption against inappropriate development. No very special circumstances have been demonstrated to justify making an exception to Policies G1 and H6 of the Unitary Development Plan, Planning Policy for Traveller Sites and the National Planning Policy Framework 2012.
- 2 The proposal constitutes an undesirable form of urbanised development on a prominent site within the Green Belt, harmful to the open character and visual amenities of the area, and which will undermine the screening the site currently offers to the Showpeoples' site beyond, thereby contrary to

Policies G1 and NE12 of the Unitary Development Plan and the National Planning Policy Framework 2012.

Application:13/01151/FULL3

Address: Land At Junction With Sheepbarn Lane And Layhams Road
Keston

Proposal: Use of land for stationing of caravans including boundary fencing and landscaping (to provide two Showmens family Plots)



"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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SECTION '2' – Applications meriting special consideration

Application No : 13/01368/FULL1

Ward:
Darwin

Address : Highams Hill Farm Sheepbarn Lane
Warlingham CR6 9PQ

OS Grid Ref: E: 540000 N: 161282

Applicant : P Johnson And Son Ltd

Objections : NO

Description of Development:

Erection of replacement for building destroyed in fire

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Gas HP Zones Gas HP Zones:
Green Belt
London City Airport Safeguarding
Tree Preservation Order

Proposal

One of three former poultry sheds in business use within Use Classes B1, B2 and B8 was destroyed by fire on 14 March 2013. A replacement building is proposed which will be identical in terms of its dimensions, materials and the amount of useable floorspace. The sole difference will be the omission of 19 air inlets which featured on the fire destroyed building.

At the time of writing the erection of the replacement building has commenced.

Location

- Site is occupied by 2 former poultry sheds either side of the shed destroyed by fire - the sheds measure 87.85m long, 21.34m wide and 5.4m high to the ridge of the roof
- site is designated Green Belt and is located towards the western edge of the borough between Biggin Hill and New Addington
- surrounding Green Belt land is predominantly rural in character and includes a number of Sites of Interest for Nature Conservation
- there is a travelling showpeople's site to the west.

Comments from Local Residents

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

Any representations received following completion of this report will be reported verbally at the meeting.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies of the Unitary Development Plan:

BE1 Design of New Development
G1 The Green Belt.

Paragraph 89 of the of the National Planning Policy Framework (NPPF) states that the construction of new buildings in the Green Belt is inappropriate unless, amongst other exceptions, it is proposed to replace a building with a new building in the same use which is not material larger than the one it replaces. If these conditions are met a replacement building is appropriate development in the Green Belt.

Policy G1 of the UDP states that the replacement of dwellings is appropriate development in the Green Belt but does not refer to the replacement of other building types. This part of Policy G1 is therefore out of date and is superseded by the provisions of the NPPF.

Planning History

Retrospective planning permission was granted in March 2011 for Change of use of three former poultry houses from agriculture to uses within Classes B1, B2 and B8 of the Town And Country Planning Use Classes (ref. 06/03582).

Conclusions

The building is more or less identical to the fire destroyed building it replaces and is therefore identified within the NPPF as appropriate development in the Green Belt. The building will result in no greater impact on any amenities than the building it replaces. The proposal is considered acceptable.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACC07 Materials as set out in application
ACC07R Reason C07
- 2 ACK01 Compliance with submitted plan
ACC01R Reason C01
- 3 ACK26 Removal of Industrial PD rights (noise p

Reason: In order to comply with Policies BE1 and G1 of the Unitary Development Plan and in the interests of the amenities of the surrounding area including the visual amenities of the Green Belt.

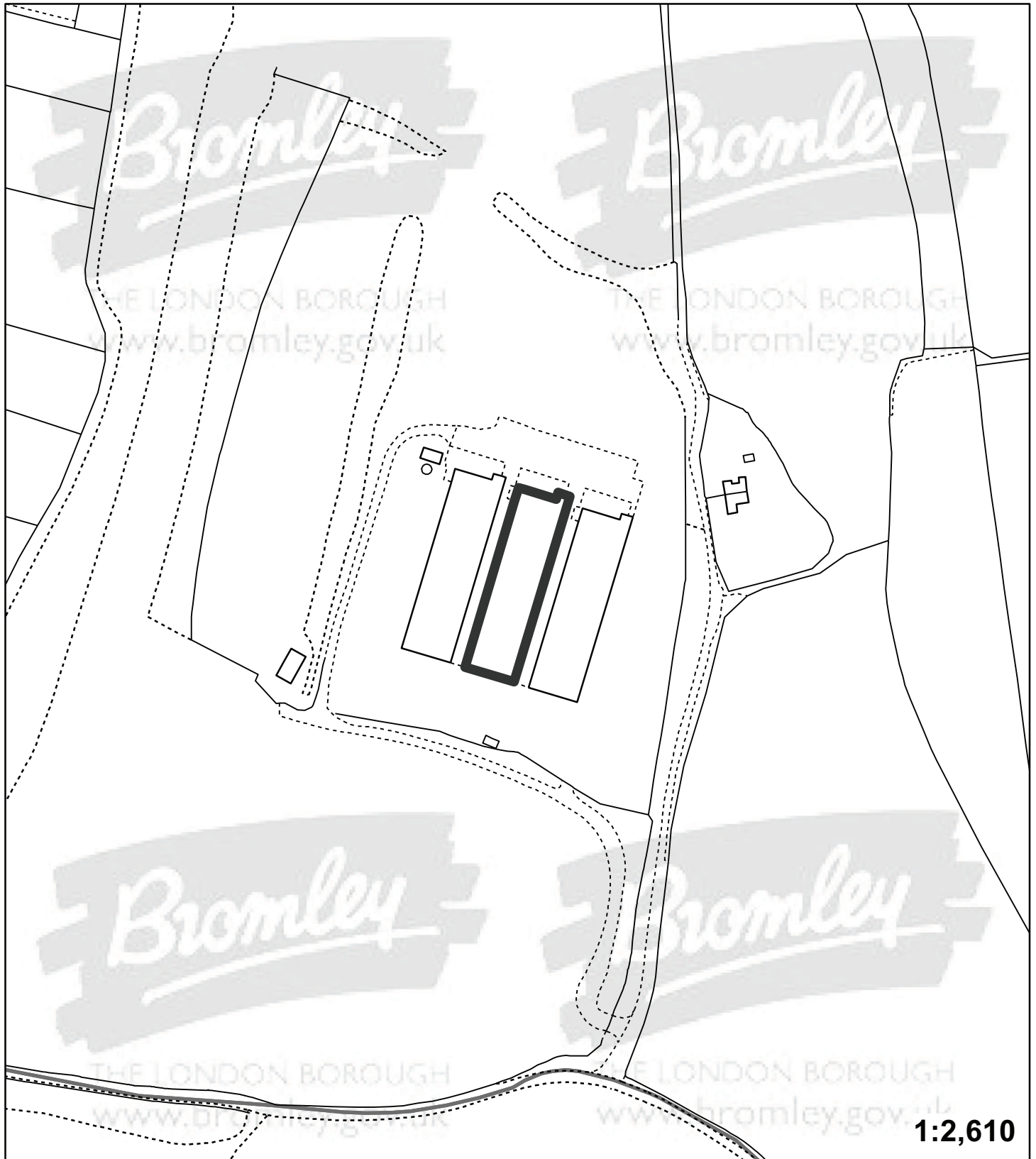
4 The premises shall only be used for Class B1, B2 or B8 Use within the Town and Country Planning (Use Classes) order 1987 or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In order that any future uses can be considered in the interests of the amenities of the surrounding area including the visual amenities of the Green Belt.

Application:13/01368/FULL1

Address: Highams Hill Farm Sheepbarn Lane Warlingham CR6 9PQ

Proposal: Erection of replacement for building destroyed in fire



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

SECTION '2' – Applications meriting special consideration

Application No : 13/01523/FULL1

Ward:
Bickley

Address : 15 Ringmer Way Bickley Bromley BR1
2TY

OS Grid Ref: E: 542492 N: 167834

Applicant : Mr Gregory Calladine Smith

Objections : YES

Description of Development:

Erection of detached bungalow incorporating double garage at land at 15 Ringmer Way together with double garage extension to existing dwelling.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency

Proposal

The proposed dwelling would be situated to the western side of the existing house and would be single storey, incorporating a ridge height of approximately 4.8m. A detached double garage serving the existing dwelling at No 15 would be demolished and replaced by one situated adjacent to the western boundary and serving the proposed dwelling. The existing garage footprint would form part of an access drive serving the new dwelling. Its ridge would rise to a height of approximately 3.8m.

Following receipt of revised plans a 2.0m buffer incorporating a landscaped area is now proposed between the northern boundary adjoining No 12 and the garage and driveway serving the proposed dwelling.

A replacement double garage serving No 15 would be erected along its western side.

Location

The application site is situated to the south of Ringmer Way and forms a large corner plot with the existing house situated at its eastern side. The properties in

Ringmer Way are substantial, detached, family dwellings, built in the 1980s. The application site does not fall within a designated area.

Comments from Local Residents

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

- application directly contravenes the National Planning Policy Framework which states that applications should not include residential gardens which is designed to prevent the proliferation of backland developments
- NPPF advises that Strategic Housing Land Availability Assessment should not include residential gardens
- previous appeals were decided before the NPPF was adopted
- proposed layout is out of character with surrounding development
- turning area and access drive will form a substantial hiatus in the streetscene
- cramped overdevelopment of the site
- loss of light
- loss of prospect
- proposed development will still abut southern boundary of No 12
- overlooking and loss of privacy
- noise pollution due to proximity of new development
- development out of character with surrounding development
- sub-standard form of accommodation that lacks architectural merit
- increased level of traffic within the southern section of Ringmer Way will pose a safety hazard and lead to excessive parking demand
- precedent previously set by rejection of planning applications in 2004 for construction of a property within the existing boundaries of 2 Westcott Close
- disruption, disturbance and pollution resulting from development

Comments from Consultees

From a Highways perspective no objection is raised in principle, subject to conditions.

Planning Considerations

Policies BE1 (Design of New Development), H7 (Housing Density and Design), T3 (Parking) and T18 (Road Safety) of the Unitary Development Plan apply to the development and should be given due consideration.

The National Planning Policy Framework is also a material planning consideration.

Planning History

Planning permission was granted for a single storey replacement garage in 2008 under ref. 08/02831.

An application for the demolition of the existing garage and erection of 4 bedroom two-storey detached dwelling with associated garage and landscaping was submitted in 2009 under ref. 09/03493 but was subsequently withdrawn.

1. 10/01343

Planning permission was refused for the demolition of the existing property and garage and the erection of two detached 4 bedroom dwellings with associated garages and landscaping in 2010 under ref. 10/01343.

2. 10/01344

Planning permission was refused for the demolition of the existing garage and the erection of a 4 bedroom two storey detached dwelling with associated garage and landscaping in 2010 under ref. 10/01344. This application was refused by the Council on the basis that it would constitute an overdevelopment which would harm the character of the area; that it would undermine neighbouring amenity; and due to an unsatisfactory turning area. This application was subsequently dismissed at appeal.

The Planning Inspector raised the following points:

- ... the proposed scheme would not cause any harm to the character and appearance of the area, and that planning permission should not be refused on those grounds. (Para 8)
- given its size and proximity, the development would therefore have an unneighbourly visual impact on the outlook from No 12, and would unacceptably dominate views from the garden. (Para 9)
- this effect would be further exacerbated by the proposed single-storey projection, which would fill much of the remaining space at the front of the new dwelling; and by the new garage, which although set further back than the existing one, would again be sited on the same boundary adjacent to No 12. Together, these additional elements would add significantly to the new dwelling's overall mass and bulk close to the boundary, increasing its visual impact on the adjoining occupiers. (Para 10)
- ... overlooking... would therefore cause a substantial loss of privacy (Para 11)
- the side elevation facing Sibley Close would therefore be a large and visually dominant one. The existing boundary screening is limited. Consequently, the new building would have a substantial adverse visual impact on the outlook from the rear windows and gardens of the affected properties. (Para 12)
- the space in front of No 15 is limited. Based on the submitted plans, it is clear that turning even a small vehicle in that area would require it to be reversed to within less than 2m from No 15's front door. Such manoeuvres would cause significant noise and disturbance, and potential danger, to the occupants of that property. (Para 16)

3. 11/01484

Planning permission was refused for a single storey 3 bedroom dwelling with associated landscaping and access under ref. 11/01484. This application was refused by the Council on the basis that it would appear out of character in the area; due to an unsatisfactory turning area; and that it would constitute overdevelopment. This application was subsequently dismissed at appeal.

The Planning Inspector raised the following points:

- ... turning a vehicle using the existing double garage (to be assigned to the new dwelling), would cause it to be reversed in close proximity to the front façade of number 15... such a manoeuvre, causing significant noise, disturbance and potential danger... (Para 4)
- the provision of a new access to, and a turntable within, the rear garden of the existing house would reduce the likelihood of the shared driveway at the front being obstructed by vehicles associated with number 15. But it would bring vehicle noise and disturbance into the presently secluded rear garden area. (Para 5)
- ... the inadequate turning arrangements are likely to cause unacceptable living conditions to both number 15 and the proposed new dwelling through mutual noise and disturbance. (Para 6)
- ... because the plot is larger than most in the area and because the proposal would largely be hidden from view, these differences would cause little harm. I conclude that the effect of the proposal on the character and appearance of the area would be acceptable. (Para 9)

4. 13/00193

Planning permission was refused by the Chief Planner for the erection of a detached bungalow incorporating double garage at land at 15 Ringmer Way together with double garage extension to existing dwelling. This was refused on the following ground:

"The proposal, by reason of its size and siting, would have an unneighbourly visual impact on the outlook from No 12, would unacceptably dominate views from the garden, and would undermine its tranquil setting, as such contrary to Policies BE1 and H7 of the Unitary Development Plan."

Conclusions

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

As can be seen from the two appeal decisions concerning the 2010 and 2011 planning applications the Planning Inspectors who considered both schemes did not raise an objection in principle as regards the provision of a single dwelling within the plot. They concluded that the character and appearance of the area would not be harmed.

In comparison to the earlier 2013 application (ref. 13/00193) the proposed bungalow remains similar in design, but the following revisions have been made:

- height and bulk of the garage serving the proposed dwelling adjacent to the boundary with No 12 has been reduced by replacing the gabled roof with a hipped version;
- 2m high brick wall at the boundary with No 12 has been replaced with a 1.8m acoustic panelled fence and hedge
- 2m buffer incorporating a landscaped area is proposed between the northern boundary adjoining No 12 and the garage and driveway serving the proposed dwelling. The proposed bungalow has been accordingly "shifted" 2m further south

Having regard to the previous planning decisions affecting the site it is considered on balance that sufficient revisions have been made to overcome earlier concerns, particularly with regard to the relationship between the proposed dwelling and the neighbouring property at No 12. From a visual perspective, it is considered that the proposed development will appear less dominant from the side of that property, as afforded by aforementioned 2m buffer and the alterations to the garage design. It is noted that since the 2010 and 2011 Appeal Decisions were issued the National Planning Policy Framework has been adopted and so Members will have to weigh the implications of this guidance against the general merits of the scheme. However, on balance, permission is recommended.

Background papers referred to during production of this report comprise all correspondence on files refs. 08/02831, 09/03493, 10/01343, 10/01344, 11/01484, 13/00193 and 13/01523, excluding exempt information.

as amended by documents received on 13.06.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 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 the Council's 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 changes.

ADD02R Reason D02

- | | | |
|----|--------|---|
| 3 | ACK01 | Compliance with submitted plan |
| | ACC03R | Reason C03 |
| 4 | ACK05 | Slab levels - no details submitted |
| | ACK05R | K05 reason |
| 5 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 6 | ACA07 | Boundary enclosure - no detail submitted |
| | ACA07R | Reason A07 |
| 7 | ACC01 | Satisfactory materials (ext'n'l surfaces) |
| | ACC01R | Reason C01 |
| 8 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 9 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 10 | ACH27 | Arrangements for construction period |
| | ACH27R | Reason H27 |
| 11 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |
| 12 | ACI08 | Private vehicles only |
| | ACI08R | Reason I08 |
| 13 | ACI02 | Rest of "pd" Rights - Class A, B,C and E |

Reason: To enable the Council to control future development, in order to prevent overdevelopment of the site, and to safeguard the amenities of the area, in accordance with Policies BE1 and H7 of the Unitary Development Plan.

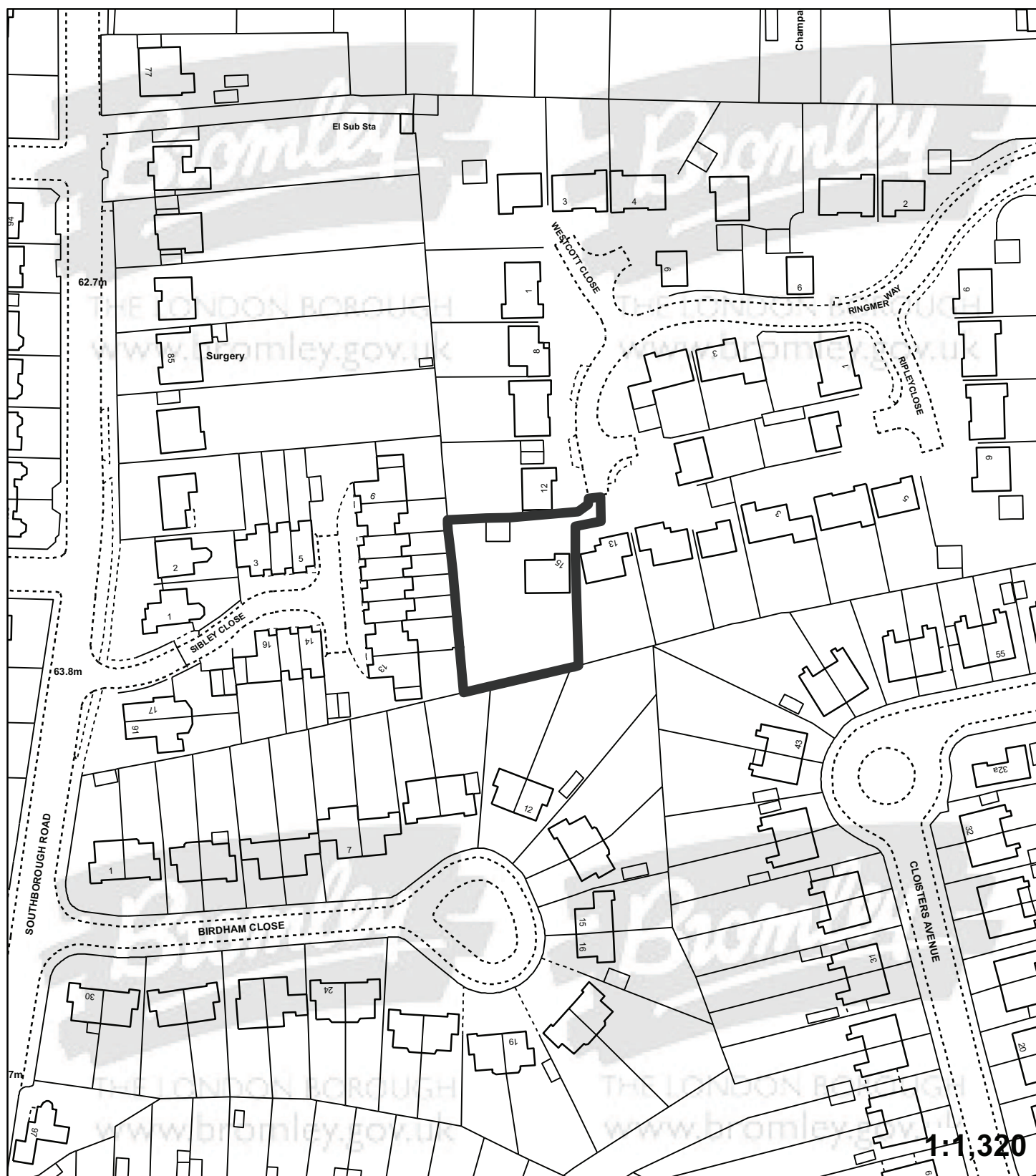
INFORMATIVE(S)

- 1 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 2 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 3 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

Application:13/01523/FULL1

Address: 15 Ringmer Way Bickley Bromley BR1 2TY

Proposal: Erection of detached bungalow incorporating double garage at land at 15 Ringmer Way together with double garage extension to existing dwelling.



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

Application No : 13/00820/FULL1

Ward:
Chelsfield And Pratts
Bottom

Address : 19 High Street Green Street Green
Orpington BR6 6BG

OS Grid Ref: E: 545628 N: 163772

Applicant : Mr Siva Thamboo

Objections : YES

Description of Development:

Detached single storey outbuilding at rear as extension to retail use as storage/workshop

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
London Distributor Roads

Proposal

The proposal is for a detached storage area to be erected to the rear of the existing shop at 19 High Street. It will maintain a 1m separation to the rear of the existing building and extend 7.4m in depth and measure 4.3m in width. It will incorporate a pitched roof. A separation of 11.0m will be maintained between the rear of the proposed building and the rear (eastern) boundary of the property. The application states that the building shall be used as storage space relating to the retail use at No 19 High Street. An existing garage will be demolished in order to accommodate the proposed building.

Location

The application site occupies a corner plot at the junction of High Street, Green Street Green with Laxley Road. The existing building incorporates a ground floor retail unit and first/second floor maisonette. The rear of the site is fairly open and includes a detached garage.

Comments from Local Residents

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

- uncertain that building will be used as a workshop/storage area
- no off-street parking proposed
- little change to previous proposal
- proposal will be out of character with the surrounding area
- overdevelopment
- area to rear of shop has be neglected
- loss of light
- proposal will make it difficult for neighbouring boundary fence to be maintained
- building works access concerns
- proposed building could be utilised as a private dwelling
- overlooking

Comments from Consultees

Following receipt of revised plans (received 3.5.13) no technical Highway objections have been raised.

Planning Considerations

Policies BE1 (Design of New Development), T3 (Parking) and T18 (Road Safety) of the Unitary Development Plan apply to the development and should be given due consideration.

The National Planning Policy Framework is also a material planning consideration.

Planning History

A small extension to the rear of the shop was approved in 2005 under ref. 05/02620. Prior to that an application for a single storey dwelling (ref. 05/01732) - occupying much of the area to the rear of No 19 - was refused by the Council on the basis that the proposed house would be deprived of amenity space and would represent a cramped overdevelopment of the site, and on road safety grounds.

Under ref. 12/03845, an application for a part one/two storey building incorporating habitable accommodation at first floor level was withdrawn following concerns raised in relation to its scale and form and lack of off-street parking provision.

Conclusions

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

Following the submission of revised plans the size of the proposed building has been substantially reduced so that its depth will be restricted to 7.4m, and cars will

be able to manoeuvre into and out of the site as a result of the increased separation between the proposed building and the rear boundary. This will also provide a visual break between the proposed building and neighbouring houses fronting Laxley Road. Accordingly, the proposal is considered acceptable in principle, subject to details of external materials and landscaping treatment being subsequently agreed.

Whilst concerns have been raised in regard to the proposed use, this will be restricted to be ancillary to the retail unit to avoid any unsatisfactory subdivision of the site, by way of a restrictive condition. Furthermore permitted development rights will be withdrawn.

In comparison to previous schemes concerning the site, namely, 12/03845 (which was withdrawn) and 05/01732) it is considered that this proposal is more modest in terms of its size and use and will not adversely affect local character.

With regard to neighbouring amenity it is not considered that the will be undermined as a result of the siting and single storey height of the proposed building, which will also cover an area of land which is presently occupied by a garage.

Background papers referred to during production of this report comprise all correspondence on files refs. 05/02620, 05/01732, 12/03845 and 13/00820, excluding exempt information.

as amended by documents received on 03.05.2013 11.06.2013 13.06.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACH27 Arrangements for construction period
 ACH27R Reason H27
- 3 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 4 ACA04 Landscaping Scheme - full app no details
 ACA04R Reason A04
- 5 The premises shall be used for ancillary storage purposes in connection with the retail premises at No. 19 High Street and for no other purpose (including any other purpose in Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
 ACI17R I17 reason (1 insert) BE1
- 6 ACI01 Restriction of all "pd" rights
 ACI17R I17 reason (1 insert) BE1
- 7 ACK01 Compliance with submitted plan
 ACC03R Reason C03

Application:13/00820/FULL1

Address: 19 High Street Green Street Green Orpington BR6 6BG

Proposal: Detached single storey outbuilding at rear as extension to retail use as storage/workshop



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

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

Application No : 13/01076/FULL6

Ward:
Hayes And Coney Hall

Address : 109 Bourne Way Hayes Bromley BR2
7EX

OS Grid Ref: E: 539578 N: 165825

Applicant : Mrs K Collins

Objections : NO

Description of Development:

Part one/two storey rear extension

Key designations:

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

Proposal

The application site comprises a two storey semi-detached property which has been previously extended.

This application seeks permission for a revised scheme comprising a part one/two storey rear extension to partly infill an existing decked area between the conservatory and rear kitchen elevation. The extension would project a further 1.58m at ground floor level beyond the existing kitchen extension. The projection at first floor level would be 3.16m and would be set approx. 0.985m from the flank boundary with No.107.

The extension would have a hipped roof and the external finish of the extension will comprise plain tiles and rendered brickwork to match the host dwelling.

Location

The site lies within a predominantly residential area comprising a mix of inter-war two storey detached and semi-detached properties, many of which have also extended. The site is not located within a conservation area or Area of Special Residential Character.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations have been received to date. Any letters of objection received will be reported verbally at the meeting.

Comments from Consultees

No technical consultations were sought in the assessment of this application.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan, The London Plan and National Planning Policy Guidance

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Supplementary Planning Guidance 1 & 2

National Planning Policy Framework

Planning History

Under planning ref. 13/00168, permission was refused for similar development comprising a two storey rear extension. This application was refused on the grounds that its height, excessive depth and proximity to the flank boundary of No.107 would impact upon the amenities of that adjoining property by reason of visual impact, overshadowing, loss of light and prospect.

It is also noted that a number of properties along the road have extended in a similar manner including a part one/two storey rear extension having been permitted at No.105 under ref. 03/02223.

Conclusions

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

The application site lies within a predominantly residential area wherein residential extensions are a common feature to other properties in the immediate vicinity. As such the principle of extending the property would not be out of character in the area.

The design of the proposed extension is sympathetic to the host dwelling and would not be seen from the road. The development would extend the original flank wall of the dwelling maintaining the existing side space of 0.985m.

This application is a revised scheme to that previously refused under ref. 13/00168. The plans now provide the cutting back of the first floor projection by 1.2m from 4.3m (originally proposed) to 3.1m (now proposed). The first floor flank window has also been omitted from the plans.

The footprint of the application dwelling already sits further rearward and on higher ground than No.107 in comparison. The rear of No.107 (where it is closest to No.109) is set much further back from the application site and provides for a patio area. The rear elevation has a large kitchen window at ground floor level and windows to serve a bathroom and a small study room at first floor level. The orientation of the rear of the properties on this side of Bourne Way are south-east facing and it is considered that some loss of sunlight and overshadowing may occur late afternoon/early evening.

Previous concerns related to the excessive depth of the extension at first floor level which given its siting and resultant bulk would impact upon the occupiers of No.107. The scheme now under consideration has a first floor depth of 3.1m which would reduce the impact upon the adjoining property in terms of overshadowing, loss of light, prospect and visual dominance.

It is considered given the reasonable degree of separation between the proposed development and No.111 that no adverse impact is likely to occur for the occupiers of this property.

In light of the above changes and given that no letters of local objection have been received, it is considered that on balance the revised proposal is acceptable.

On balance it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

In the event of planning permission being granted, it is noted that this development would not be CIL liable (Community Infrastructure Levy).

Background papers referred to during production of this report comprise all correspondence on files refs. 03/02223 and 13/00168, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC04
ACC04R | Matching materials
Reason C04 |
| 3 | ACI13
ACI13R | No windows (2 inserts) flank extension
I13 reason (1 insert) BE1 and H8 |
| 4 | ACK01
ACC04R | Compliance with submitted plan
Reason C04 |

Application:13/01076/FULL6

Address: 109 Bourne Way Hayes Bromley BR2 7EX

Proposal: Part one/two storey rear extension



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

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

Application No : 13/01129/FULL6

Ward:
Chislehurst

Address : Lutine 7 Marlings Park Avenue
Chislehurst BR7 6QN

OS Grid Ref: E: 545686 N: 168735

Applicant : Mr Dean Ellis

Objections : NO

Description of Development:

Two storey side and single storey rear extensions

Key designations:

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

Proposal

A two storey side extension would extend from the rear, south east corner of the dwelling with a hipped roof. It would retain a 1m side space to the boundary but 20mm would overlap a single storey element and therefore it would technically breach Policy H9.

A single storey rear extension would be 6m deep and extend adjacent to the boundary of No.5. It would retain the 1.2m gap to the boundary.

Location

The site relates to a detached property located on the Marlings Park Avenue. Properties in the area are of similar design and size, set back from the road and benefit from relatively deep rear gardens.

Comments from Local Residents

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

Comments from Consultees

N/a.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Planning History

A single storey rear extension was permitted in 2006 under ref. 06/00139 and was subsequently built. It would be demolished if this proposal was constructed.

Conclusions

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

The application has been drawn to the attention of Plans Sub Committee because it would breach Policy H9 Side Space. The two storey side extension would be set 1m from the boundary in its majority. However, there would be a 20mm overlap with an existing single storey side extension that is within 1m of the boundary, in breach of Policy H9.

The proposal is well set back from the front and is not considered to represent a cramped form of development. The harm to the character of the area is therefore minimal and an exception to Policy H9 is considered justified.

The single storey rear extension at 6m deep is considered to have acceptable impact on the amenity of 5 Marlings Park Avenue given the separation distance between the properties and the fact that this property already benefits from a single storey rear extension 3m deep. In addition, 5 Marlings Park Avenue have a proposal pending consideration which includes a 5m deep rear extension (13/01061/FULL). The existing and potential future amenity of the occupants of 5 Marlings Park Avenue is considered to be unharmed. The distance of the single story extension to the other side, no.9, suggests minimal harm. The two storey side extension is adequately set away from the boundary, has no further rear projection or any first floor side windows.

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

Background papers referred to during production of this report comprise all correspondence on file ref. 13/01129, excluding exempt information.

as amended by documents received on 23.04.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC04 | Matching materials |
| | ACC04R | Reason C04 |
| 3 | ACK01 | Compliance with submitted plan |
| | ACC01R | Reason C01 |

Application:13/01129/FULL6

Address: Lutine 7 Marlings Park Avenue Chislehurst BR7 6QN

Proposal: Two storey side and single storey rear extensions



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

Application No : 13/01269/FULL6

Ward:
Bickley

Address : Shadycombe Chislehurst Road
Chislehurst BR7 5LE

OS Grid Ref: E: 542835 N: 169674

Applicant : Mr James Mckeown

Objections : YES

Description of Development:

Two storey side extension

Key designations:

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

Proposal

It is proposed to add a 2.1m wide two storey side extension to the western side of this detached property which is located on a corner plot. The extension would be set back 0.45m from the front elevation of the dwelling, and would extend up to 0.61m from the rear elevation. The proposed roof design would mirror the existing main roof.

Location

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

Comments from Local Residents

Letters of objection have been received from nearby residents at Nos.1 and 2 Tudor Close whose main points of concern are summarised as follows:

- extension too close to neighbouring property
- overdevelopment of the site
- permission has already been granted for a two storey rear extension along with a new dwelling in the eastern part of the original site which was allowed on appeal
- loss of outlook
- disruption during building works
- the plans do not show the permitted rear extension which has not yet been built.

Letters of support have also been received from local residents.

A Ward Member considers that the proposals would constitute a cramped overdevelopment of the site.

Planning Considerations

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

- H8 Residential Extensions
- H10 Areas of Special Residential Character
- BE1 Design of New Development

Planning History

Permission was refused in March 2012 (ref.11/03858) for the erection of a detached dwelling on the eastern part of the site adjacent to Milhurst on grounds relating to the unsatisfactory subdivision of the plot, and the harmful impact on the character and visual amenities of Bickley ASRC. The appeal was allowed in February 2013, and the land has been fenced off.

Permission was refused in June 2012 (ref.12/01068) for a part one/two storey side extension to the western side of the dwelling, which included a cat-slide roof with side dormers, and a raised terrace at the rear, on the following grounds:

- 1 The proposed front/side extension represents a cramped overdevelopment of the site, detrimental to the spatial standards, character and visual amenity of the Area of Special Residential Character, contrary to Policies BE1 and H10 of the Unitary Development Plan.
- 2 The proposed front/side extension would be overdominant and would be detrimental to the amenities that the occupiers of nearby properties might reasonably expect to be able continue to enjoy by reason of visual impact and loss of prospect in view of its size and bulk, contrary to Policy BE1 of the Unitary Development Plan.

No appeal was lodged.

Permission was granted in October 2012 (ref.12/02334) for a two storey rear extension, and the retention of a raised terrace. The rear extension has not been built to date but the permission remains extant.

Conclusions

The main issues in this case are the impact of the proposals on the character and appearance of Bickley Area of Special Residential Character, and on the amenities of nearby residents.

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

The proposed two storey side extension would project 2.1m to the side but would still maintain a separation of 6.1m to the western side boundary with Tudor Close, thus maintaining the spacious character of this corner plot. The roof over the extension, which has been designed to mirror the existing main roof, would not appear overdominant nor unbalanced within the street scene, while the set-back gives a subservient appearance.

The proposed part one/two storey side extension to the western side of the dwelling, which was refused under ref.12/01068, was for a significantly wider side extension (4m wide as opposed to 2.1m), and included a cat-slide roof with bulky side dormers. The current proposals are considered to make a significant improvement over the refused scheme, and would not constitute an overdevelopment of the site nor have a detrimental impact on the character or spatial standards of Bickley ASRC.

With regard to the impact on neighbouring properties, the extension would be situated at least 25m away from the dwellings in Tudor Close, and the first floor flank bathroom window would be obscure glazed. Given this arrangement and the generous side space on this corner plot, the proposals are not considered to directly impact on the amenities of nearby residents nor on the street scene.

Background papers referred to during production of this report comprise all correspondence on files refs. 11/03858, 12/01068, 12/02334 and 13/01269, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 Before the development hereby permitted is first occupied, the proposed window(s) to the bathroom at first floor level in the western flank elevation 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
- 3 ACK01 Compliance with submitted plan
- ACK05R K05 reason

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

Application No : 13/01292/FULL6

Ward:
Bromley Common And
Keston

Address : 12 Austin Avenue Bromley BR2 8AJ

OS Grid Ref: E: 542409 N: 167549

Applicant : Mr And Mrs Fenemore

Objections : YES

Description of Development:

Part one/two storey side and rear extension

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency

Proposal

This proposal is for a part one/two storey side and rear extension. It is proposed to extend the garage forward by 1m with a canopy over extending across to the front entrance. Behind the garage an infill extension would enclose the current space between the garage and rear extension. Above which would be a full first floor extension with hipped roof over.

Location

The property is a two storey semi-detached house set on the north western side of a residential cul-de-sac. The adjoining property to the east, No. 13 is of a similar style and appearance and is set on a similar building line. It is sited slightly above the ground level of the application site. Both properties have single storey extensions to the side used as garages. It is proposed to demolish the existing garage and erect a two storey side extension. The new development would provide a garage, utility room and WC on the ground floor with an enlarged bedroom, an additional bedroom and a bathroom above.

Comments from Local Residents

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

- would be the only 2 storey rear extension in the row of 6 semi-detached houses with Nos. 12 and 14 having single storey rear extensions with No. 11 having a loft extension.
- would affect light for garden and conservatory of No. 13, casting a shadow of side and rear of this property and also affect privacy when using garden.
- would establish a precedent for similar development.

Comments from Consultees

No statutory consultations were deemed necessary in this instance.

Planning Considerations

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

BE1 Design of New Development
 H8 Residential Extensions
 H9 Side Space

Supplementary Planning Guidance (SPG) 1 General Design Principles
 Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

The National Planning Policy Framework and London Plan are also key considerations in the determination of this application.

Planning History

In 1995 under planning ref. 95/01029, permission was granted for single storey rear extension.

In 2005 under planning ref. 05/01983, permission was refused for two storey side and part first floor extension at rear with pitched roof over.

In 2005 under planning ref. 05/03398, permission was granted for a two storey side and part first floor extension at rear with pitched roof over.

In 2012 under planning ref. 12/03202, permission was refused for a part one/two storey side and rear extension on the following grounds:

"The proposed first floor rear extension, by reason of its excessive depth and proximity to the boundary with No.13 Austin Avenue, would be overly-dominant, intrusive and would be detrimental to the amenities enjoyed by the occupants of this property, contrary to Policies BE1 and H8 of the Unitary Development Plan".

This was subsequently dismissed at appeal.

Conclusions

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

The previous application (ref. 12/03202) was refused on the basis that the proposed first floor rear extension would, by reason of its excessive 4m depth and proximity to the boundary with No. 13, be detrimental to the residential amenities of this property. The current proposal has reduced this first floor rear element of the extension by 1m in depth so that it would now be similar to the approved scheme under ref. 05/03398, although this permission has now elapsed.

In dismissing the appeal for planning ref. 12/03202 the Planning Inspector stated "I have taken into account of the scheme approved in 2005 but this was smaller in scale (3m in depth) than the extension now sought (4m in depth). The shallower depth of the first floor extension that was approved would have had a less harmful impact on the living conditions of the residents of No. 13 than the extension now proposed". In light of the above comments from the Planning Inspector and as the proposal would now be similar in scale to the previously permitted application ref. 05/03398, with lower roof height than the existing dwelling thereby minimising its visual impact, and as such the current application is considered to have overcome the previous ground of refusal.

However, this application cannot be dealt with under delegated authority owing to the technical breach of the side space policy. The first floor extension would be inset 0.93m from the common boundary shared with No. 13 (0.8m at the pinch point). These figures would not comply with Policy H9 which requires a minimum 1m inset, however, approved application ref. 05/03398 also included a two storey development with similar separation to the boundary and there are also a number of dwellings built within 1m from the boundary in Austin Avenue. The front corner of the dwelling would be inset 1.05m from the boundary and would therefore retain the spatial standards in the streetscene.

In dismissing the appeal the Planning Inspector stated "Policy H9, referred to in the Officer's report, seeks a 1m minimum inset from the common boundary, but the Council has accepted the reduced distance in this case due to a previous permission on this site which conflicted with that policy; other extensions in the vicinity; and the fact the gap would exceed 1m at the front. This seems a reasonable approach". Members should consider the purpose of Policy H9, designed to prevent unrelated terracing from occurring and to protect the spatial standards of the area. In light of the comments raised above the side space proposed is considered to be acceptable in this instance.

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

Background papers referred to during production of this report comprise all correspondence on file ref. 12/03202, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

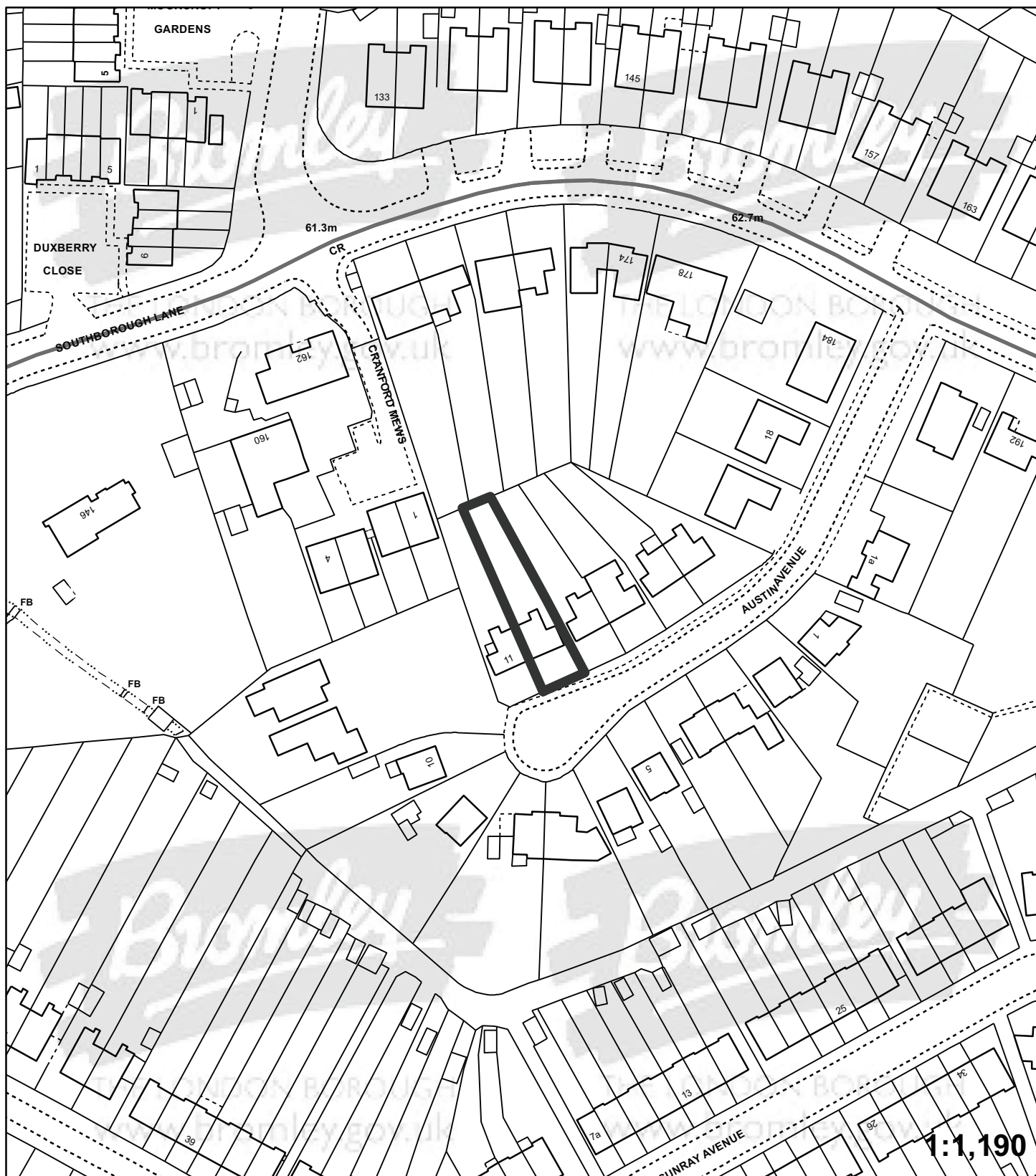
- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials
 ACC04R Reason C04
- 3 ACI11 Obscure glaz'g/details of opening (1 in) in the first floor
 eastern flank elevation
 ACI11R Reason I11 (1 insert) BE1 and H8
- 4 ACI17 No additional windows (2 inserts) first floor flank extension
 ACI17R I17 reason (1 insert) BE1 and H8
- 5 ACK01 Compliance with submitted plan
 ACC01R Reason C01
- 6 Between the first floor eastern flank wall of the extension hereby permitted
 and the flank boundary a side space of no less than that indicated on
 Drawing No.12/1420/02 B shall be provided.

Reason: In order to comply with Policy H9 of the Unitary Development Plan and in the interest of the visual amenities of the area.

Application:13/01292/FULL6

Address: 12 Austin Avenue Bromley BR2 8AJ

Proposal: Part one/two storey side and rear extension



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

Application No : 13/01646/FULL1

Ward:
Farnborough And Crofton

Address : 4 Lansdowne Avenue Orpington BR6
8JU

OS Grid Ref: E: 544112 N: 165973

Applicant : Mr & Mrs Karve

Objections : YES

Description of Development:

Replacement 4 bedroom detached dwelling incorporating attached garage.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
London City Airport Safeguarding
London Loop

Proposal

Planning permission is sought to rebuild the original dwelling on this site including extensions recently permitted, the majority of which (aside from the existing garage) has been demolished. As Members may recall planning permission was granted in October 2012 (under ref. 12/02113) for extensions to the original dwelling, involving a part one/two storey side extension; single storey infill front extension; elevational alterations; and a change of roof to the courtyard. This proposal remains unchanged to that permitted in 2012, except that photo voltaic cells are proposed along the southern roof elevation.

The application is accompanied by a Design and Access Statement. This advises that, as a result of structural faults which were identified in relation to the original building, a decision was taken that part of the original building should be removed.

Location

The site is situated along the eastern side of Lansdowne Avenue, an entirely residential street comprising detached houses built within generous plots.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and the following representations have been received from the neighbouring property at No 2, which are summarised as follows:

- terms of 2012 planning permission breached with removal of three of the four existing flank walls;
- consent/permission not sought in advance for the demolition works;
- plans fail to adequately show extent of proposal
- adjacent property occupiers not notified of proposed demolition
- lack of information regarding structural aspects of works
- existing floor plan relates to original dwelling prior to demolition and should show site as it is, i.e. with three flank walls removed
- this application seeks retrospective permission for work which did not benefit from 2012 permission
- contradiction between proposed roof plans and proposed side elevation, in terms of number of photo voltaic cells
- limited regard to terms of 2012 planning permission
- work has continued without planning permission not having been granted [at the time of writing, the applicant has advised the Council that works have ceased until this application is determined]
- proposed photo voltaic cells are unacceptable as these will overlook the adjoining garden at No 2 and adversely affect neighbouring amenity
- work should not commence until planning permission is granted
- unclear whether works have been inspected by building control surveyors
- debris from application site has spread to neighbouring property and expense for its removal will need to be borne by the applicant
- disregard for health and safety rules

Comments from Consultees

No technical Highways objections have been raised.

Planning Considerations

Policies BE1, H7 and H9 of the Unitary Development Plan apply to the development and should be given due consideration. These policies seek to ensure a satisfactory standard of design which complements the qualities of the surrounding area; to ensure adequate side space provision in the case of two storey development; and to safeguard the amenities of neighbouring properties.

Planning History

Under ref. 12/02113, in October 2012 the Council granted planning permission for a part one/two storey side with bay window to front, single storey infill front extension and elevational alterations, change of roof to courtyard.

Conclusions

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

As noted above planning permission was granted in October 2012 for extensions to the original dwelling. Due to structural concerns cited by the agent in the accompanying Design and Access Statement, the decision was taken to demolish much of the original structure. Ultimately, however, the completed dwelling will maintain a similar form and appearance to the development approved under ref. 12/02113, with the exception that photo voltaic cells are proposed along the southern roof elevation. Whilst an objection has been raised in relation to those cells, it is not considered that these will adversely affect neighbouring amenity in view of their function and siting.

An overall 1.3m separation will be maintained between the proposed extension and flank boundary. This is considered to represent a good level of separation, taking into account local spatial standards and the surrounding streetscene.

As was considered to be the case in relation to the 2012 application, the proposal has been sympathetically designed to avoid an adverse impact on the neighbouring dwelling at No 6 located to the north. Under ref. 04/02096 a first floor / two storey side extension was approved which maintained a 1.0m separation to the flank boundary and resulted in the first floor extension extending a short distance further than the original first floor rear elevation. In the case of this proposal, although the proposed ground floor will align with the existing dwelling at the rear, the first floor element will fall short by approximately 2.0m, so as to avoid affecting the neighbouring first floor rear bedroom window at No 6. In addition, it is considered that the overall separation between these properties is favourable.

With regard to the works proposed along the southern side of the dwelling, these are considered modest and unlikely to significantly affect the amenity of surrounding properties.

Having regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents, nor impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/02113 and 13/01646, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

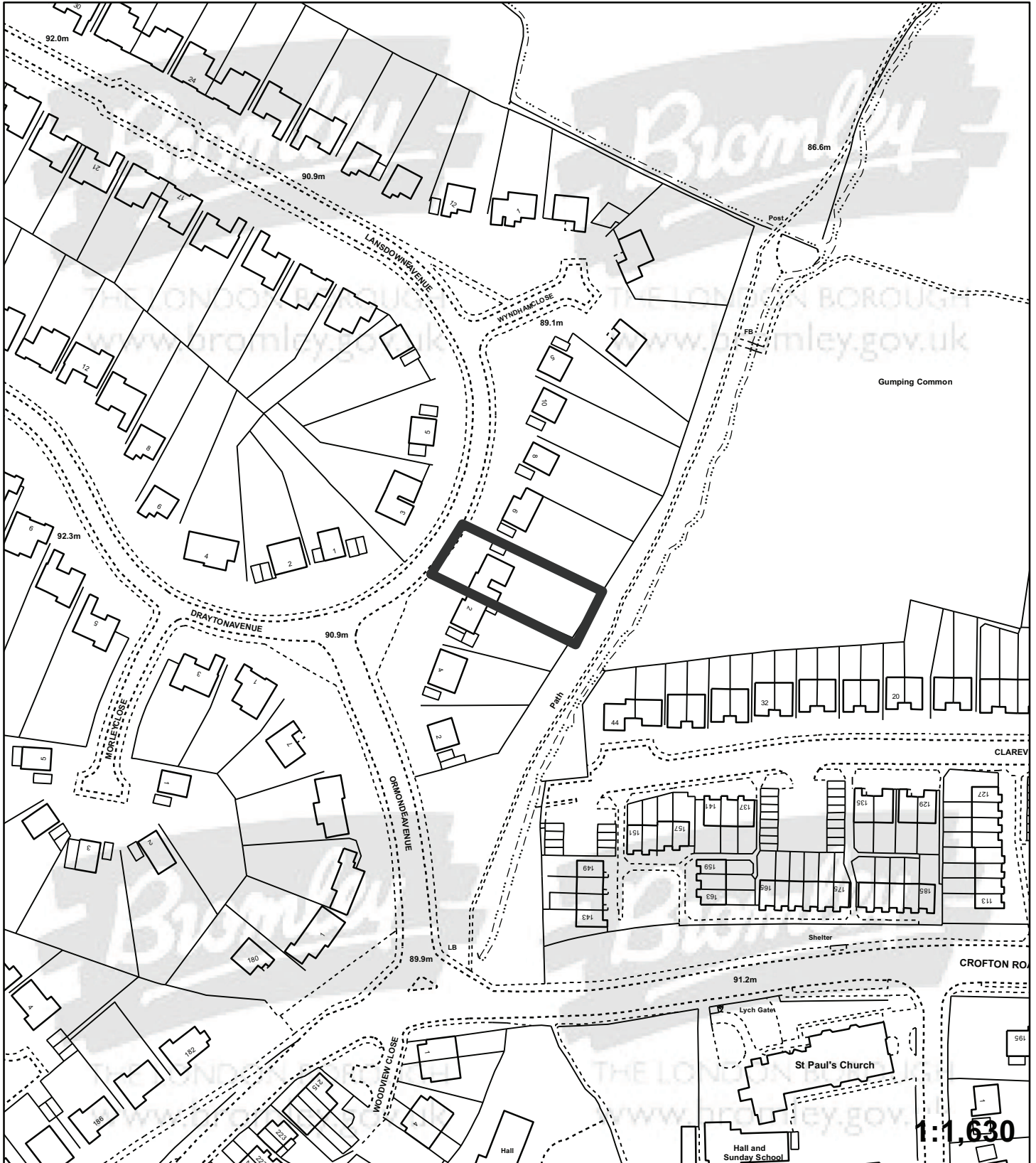
- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC07
ACC07R | Materials as set out in application
Reason C07 |
| 3 | ACH03 | Satisfactory parking - full application |

- ACH03R Reason H03
- 4 ACK01 Compliance with submitted plan
- ACC03R Reason C03
- 5 Before the development hereby permitted is first occupied, the proposed window(s) along the first floor northern elevation of the proposed extension and those proposed along the first floor southern elevation of the existing dwelling 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
- 6 ACI17 No additional windows (2 inserts) first floor flank extension
- ACI17R I17 reason (1 insert) BE1

Application:13/01646/FULL1

Address: 4 Lansdowne Avenue Orpington BR6 8JU

Proposal: Replacement 4 bedroom detached dwelling incorporating attached garage. RETROSPECTIVE APPLICATION



"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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Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS

Application No : 13/01364/OUT

Ward:
Copers Cope

Address : The Lodge Southend Road Beckenham
BR3 1SE

OS Grid Ref: E: 537468 N: 170133

Applicant : Mr Russell Egan-Wyer

Objections : YES

Description of Development:

Outline application for demolition of existing two storey building and erection of three storey building containing five flats.

Key designations:

Conservation Area: Southend Road
Biggin Hill Safeguarding Birds Aldersmead Road
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads

Proposal

It is proposed that an existing detached two storey dwelling house be demolished and in its place a three storey building comprising of 5 flats, four of which would be two bedroomed and one would be three bedroomed. The garage existing garage would be converted into cycle storage. There will also be the provision of 6 car parking space with one being a designated disabled space.

Location

The application site lies on the western side of Southend Road and encompasses a two storey end of terrace property. The surrounding area is mainly residential with some commercial uses nearby. The site falls within the boundaries of the Southend Road designated conservation area.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 15 representations were received. The comments received raised the following issues:

- design and materials not in keeping with conservation area.
- highly visible large scale would affect the streetscene.
- loss of trees would make development more visible.
- proposal does not provide adequate parking,
- creation of overlooking.
- noise and disruption caused by the development of the site.
- extra traffic on busy junction could cause accidents.
- being sited on a corner also makes the property highly visible.

Comments from Consultees

HUD Conservation - No comment received.

Drainage - At the full planning stage the applicant should produce the following information:

- demonstrate how the principles of SUDS have been applied to the development identifying what techniques will be used.
- surface water discharges from the site should not exceed the greenfield run-off rate for the area of the site. We invite the applicant to submit calculations.
- the drainage system must be able to accommodate any storm event up to the critical duration 1 in 100 year storm event for the site without the flow balancing system being bypassed.
- climate change should be considered when designing your drainage system.

Thames Water - Waste Comments

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

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

Highways - The site is located on the corner of Southend Road and Park Road. The site is accessed from Park Road via a new crossover deleting 2 on street parking bays leading to 6 car parking spaces; however the exact number of on street parking bays to be removed should be indicated on the submitted plan(s). Furthermore there is a tree which may need to be relocated.

Six car parking spaces would be provided; this is acceptable. However, the manoeuvring width in front of parking spaces 3 and 4 should be increased to 6.0m. Also the parking space No. 5 should be set back by 1.0m to allow vehicles enter and exit the bay in a safe and convenient manner.

A cycle parking store is indicated. This is acceptable.

The gates are over a metre high is contrary to Policy T11.

The applicant is required to address the above prior to planning consent.

Transport for London - No comment received.

In terms of the trees this application is accompanied by an arboricultural report and its findings are agreed with. The trees at the site are protected because it is within the Southend Road conservation area and additionally there is a TPO that was made in 1961 and it protects all trees that were growing on the land at that time.

This scheme would mean the loss of 9 small trees but all significant trees would be retained and would not be detrimentally affected by the proposal.

If permission is to be recommended please impose standard conditions B18 and 19.

Street Services - No comment received.

Environmental Health - In principle there are no objections to permission being granted. It is suggested however that the following Informatives are included:

Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise

from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

Planning Considerations

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

- BE1 Design of New Development
- BE11 Conservation Areas
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T18 Road Safety

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework (NPPF) which is a key consideration in the determination of this application.

London Plan Policies:

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

The Councils SPG guidance is also a consideration:

- Supplementary Planning Guidance No.1 - General Design Principles
- Supplementary Planning Guidance No.2 - Residential Design Guidance

Planning History

01/03275/CAC - Demolition of existing building (CONSERVATION AREA CONSENT), application was refused.

01/03276/OUT - Detached four storey block comprising 7 two bedroom flats and 7 car parking spaces (OUTLINE), application was refused.

02/00789/CAC - Demolition of existing building, application was refused.

02/00829/OUT - Detached four storey block comprising 7 two bedroom flats with 7 car parking spaces (OUTLINE), application was refused.

08/02112/FULL1 - Demolition of existing building and erection of detached three storey block comprising 4 two bedroom flats and 1 three bedroom flat with 6 car parking spaces and refuse store, application was refused. Refusal reason as follows,

The proposal by reason of the amount of site coverage by buildings and hard surfaces, constitutes a cramped overdevelopment of the site, which together with the bulk and siting of the proposed three storey building would be detrimental to the character and appearance of the Southend Road Conservation Area, contrary to Policies BE1, BE11 and H8 of the Unitary Development Plan.

08/02115/CAC - Demolition of existing building (CONSERVATION AREA CONSENT), application refused. Refusal reason as follows,

In the absence of a planning permission for the redevelopment of the site, the granting of Conservation Area Consent would be premature and contrary to Policy BE12 of the Unitary Development Plan.

Appeal History:

03/00179/S78 - Detached four storey block comprising 7 two bedroom flats with 7 car parking spaces (OUTLINE), appeal was dismissed.

03/00180/CAC - Demolition of existing building (CONSERVATION AREA CONSENT), appeal was dismissed.

08/00366/S78 - Demolition of existing building and erection of detached three storey block comprising 4 two bedroom flats and 1 three bedroom flat with 6 car parking spaces and refuse store, appeal was dismissed.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the adjacent listed building and amenity of surrounding residential properties.

The submitted scheme, subject of this application appears very similar to the scheme of a previous application for the site ref. 08/02112/FULL1. This application was refused in relation to policies of the Unitary Development Plan, and this particular part of policy context has not changed since the application was initially refused. This particular application was later appealed, and the appeal was dismissed due to one main reason:

'There is one main issue, with component parts. It is the effect of the bulk, siting and site coverage of the proposal on the character and appearance of the Southend Road Conservation Area.'

The current application has the same impact as the previous and therefore the same issue of bulk, siting and site coverage still exists.

The current property on the site that is to be demolished cannot be seen from the streetscene and the subject site appears very green with large trees and bushes. The impression of the proposed development from the streetscene shows the appearance of the dwelling appearing very prominently on the corner of street. Therefore having a large impact on the character of the surrounding conservation area.

On the basis the proposed number of units the development would provide approximately 43 units per hectare. It should be noted that Government guidance, and that contained within the London Plan, require Councils to maximise the best use of urban land where appropriate when considering new residential developments. However, guidance also advises that development should be sought that allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area. It also states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Given this, and in view of the considerations set out above it may be considered that this particular proposal constitutes an overdevelopment of the site.

Having had regard to the above it is considered that the new dwelling as proposed would result in a cramped form of development, contrary to Policies BE1, BE11 and H7 of the adopted UDP and policies 3.5 and 7.4 of the London Plan.

RECOMMENDATION: PERMISSION BE REFUSED

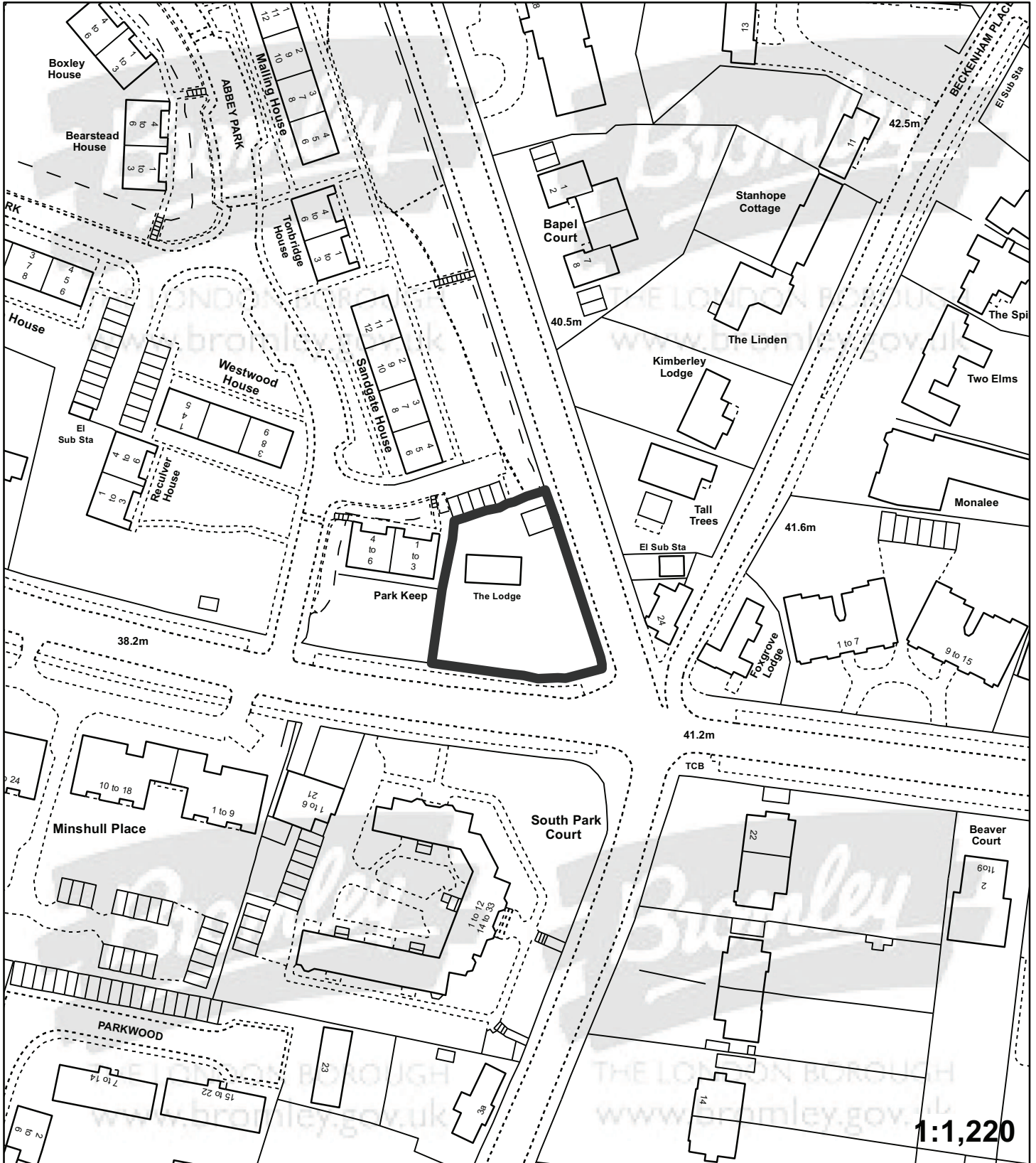
The reasons for refusal are:

- 1 The proposal by reason of the amount of site coverage by buildings and hard surfaces, constitutes a cramped overdevelopment of the site, which together with the bulk and siting of the proposed three storey building would be detrimental to the character and appearance of the Southend Road Conservation Area, contrary to Policies BE1, BE11 and H8 of the Unitary Development Plan and Policies 3.5 and 7.4 of the London Plan.

Application:13/01364/OUT

Address: The Lodge Southend Road Beckenham BR3 1SE

Proposal: Outline application for demolition of existing two storey building and erection of three storey building containing five flats.



"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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