



THE LONDON BOROUGH  
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DATE: 8 July 2014

To: Members of the  
**PLANS SUB-COMMITTEE NO. 4**

Councillor Richard Scoates (Chairman)  
Councillor Peter Dean (Vice-Chairman)  
Councillors Vanessa Allen, Nicky Dykes, Simon Fawthrop, Samaris Huntington-Thresher,  
Russell Mellor, Melanie Stevens and Michael Turner

A meeting of the Plans Sub-Committee No. 4 will be held at Bromley Civic Centre on  
**THURSDAY 17 JULY 2014 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**

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

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

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

## A G E N D A

### 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

### 2 DECLARATIONS OF INTEREST

### 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 15 MAY 2014 (Pages 1 - 8)

### 4 PLANNING APPLICATIONS

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

Report No.	Ward	Page No.	Application Number and Address
4.1	Plaistow and Sundridge	9-14	(14/01300/FULL1) - Parish School, 79 London Lane, Bromley

#### SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Bromley Town	15-20	(13/03530/RECON) - 29 Gwydyr Road, Bromley
4.3	Plaistow and Sundridge	21-26	(14/00877/FULL6) - 18 Upper Park Road, Bromley
4.4	Plaistow and Sundridge	27-36	(14/01145/FULL1) - Land adjacent to 27 Edward Road, Bromley
4.5	Cray Valley West	37-40	(14/01377/FULL6) - 214 Chislehurst Road, Orpington
4.6	Bickley	41-48	(14/01555/FULL1) - 21 Denbridge Road, Bickley
4.7	Bickley	49-56	(14/01566/FULL1) - Braeside Preparatory School, 41-43 Orchard Road, Bromley
4.8	Kelsey and Eden Park	57-70	(14/01636/FULL1) - Harris Academy Beckenham, Manor Way, Beckenham

4.9	Chelsfield and Pratts Bottom	71-76	(14/01747/FULL1) - Eastern House, Clarence Court, Rushmore Hill, Orpington
4.10	Plaistow and Sundridge	77-80	(14/01976/FULL6) - 70 Park Road, Bromley

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

Report No.	Ward	Page No.	Application Number and Address
4.11	Crystal Palace Conservation Area	81-88	(13/04238/FULL1) - 51 Fox Hill, Anerley
4.12	Chelsfield and Pratts Bottom	89-92	(14/00656/FULL6) - 19 Warren Gardens, Orpington
4.13	Darwin	93-98	(14/02032/FULL6) - Penny Cottage, Farthing Street, Downe
4.14	Biggin Hill Conservation Area	99-106	(14/02136/FULL1) - RAF Station, Main Road, Biggin Hill

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

Report No.	Ward	Page No.	Application Number and Address
4.15	Copers Cope Conservation Area	107-112	(14/00231/FULL1) - 28 Downs Hill, Beckenham
4.16	Penge and Cator	113-118	(14/01249/FULL1) - 1 Kingswood Road, Penge

**5 CONTRAVENTIONS AND OTHER ISSUES**

NO REPORTS

**6 TREE PRESERVATION ORDERS**

NO REPORTS

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

NO REPORTS

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## PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 15 May 2014

### Present:

Councillor Charles Joel (Chairman)  
Councillor Lydia Buttinger (Vice-Chairman)  
Councillors Reg Adams, Simon Fawthrop, John Getgood,  
Julian Grainger, Samaris Huntington-Thresher, Kate Lymer and  
Richard Scoates

### Also Present:

Councillors Peter Morgan and John Ince

### 32 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Kathy Bance M.B.E. and Russell Jackson; Councillors John Getgood and Samaris Huntington-Thresher attended as their substitutes respectively.

### 33 DECLARATIONS OF INTEREST

Greg Ullman, Legal Representative, declared a personal interest in Item 4.13 as he knew the applicant. He left the room for the debate and vote.

### 34 CONFIRMATION OF MINUTES OF MEETING HELD ON 20 MARCH 2014

**RESOLVED** that the Minutes of the meeting held on 20 March 2014 be confirmed.

### 35 PLANNING APPLICATIONS

#### SECTION 2

(Applications meriting special consideration)

#### 35.1 HAYES AND CONEY HALL

#### **(13/02835/FULL1) - 1 Croydon Road, West Wickham.**

Description of application – The erection of a detached building to provide 2 x two bedroom maisonettes and the provision of 4 car parking spaces, two for the use of the existing properties 1 and 3 Croydon Road and two spaces for the new dwellings.

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

Councillor Julian Grainger queried why Highways Division had failed to comment on this application bearing in mind the highways ground of refusal for

planning application 06/00568 as stated on page 21 of the Chief Planner's report.

Councillor Simon Fawthrop had local knowledge of the site and, in his opinion, the proposed development was a cramped overdevelopment and inappropriate for the site.

The Chief Planner's Representative advised Members that in this instance Highways Division had not objected to the application and if it was refused, the applicant could appeal and reminded Members of the guidance concerning awarding of costs of the appeal. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended, for the following reasons:-

1. The proposal, by reason of its prominent siting in advance of the neighbouring building line and exposed position within this prominent corner plot, will appear out of character and harmful to the visual amenities of the area, contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.
2. The proposal represents a cramped overdevelopment of the site by reason of the restrictive size of plot available and would be detrimental to the character of the area and result in unsatisfactory parking and highway conditions, contrary to Policies BE1, H7 and T18 of the Unitary Development Plan.

**35.2  
CHELSFIELD AND PRATTS  
BOTTOM**

**(14/00432/ADV) - Land at Roundabout at Hewitts Road and Sevenoaks Road, Orpington.**

Description of application – 5 x non-illuminated freestanding signs.

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

**35.3  
WEST WICKHAM**

**(14/00532/FULL6) - 34 Copse Avenue, West Wickham.**

Description of application – Part one/two storey front/side and single storey rear extension.

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

**35.4  
WEST WICKHAM**

**(14/00544/FULL6) - 32 Copse Avenue, West Wickham.**

Description of application - Part one/two storey side/rear and single storey front extensions.

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

Councillor Simon Fawthrop quoted Policy H9 of the Unitary Development Plan that required a minimum of 1 metre side space and he requested that this policy should be quoted correctly in future reports.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED**, without prejudice to any future consideration, to be considered at a future meeting of Development Control Committee in order for the Committee to assess the implication of planning policy, particularly in regard to side space, on development.

**35.5  
COPERS COPE  
CONSERVATION AREA**

**(14/00754/FULL1) - Unit 1 Limes Road, Beckenham.**

Description of application – Change of use and conversion of existing B1 space to form 2 x two bedroom flats including first floor extensions and provision of two car parking spaces.

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

**35.6  
CHISLEHURST**

**(14/01019/FULL6) - 131 White Horse Hill, Chislehurst.**

Description of application – Part one/two storey side/rear extension.

Members having considered the report and objections, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**35.7  
DARWIN**

**(14/01046/FULL1) - 378 Main Road, Biggin Hill.**

Description of application - Erection of a detached two storey three bedroom dwelling with associated car parking at front and new vehicular access on to main road.

**THIS REPORT WAS WITHDRAWN BY THE CHIEF PLANNER.**

**SECTION 3**

(Applications recommended for permission, approval or consent)

**35.8  
CHELSFIELD AND PRATTS  
BOTTOM**

**(13/03722/FULL1) - Gara Rise, Orchard Road, Pratts Bottom.**

Description of application – Demolition of existing dwelling and replacement part two/three storey detached dwelling incorporating integral garage.

Oral representations in support of the application were received at the meeting. It was reported that the application had been amended by documents received on 15 May 2014.

Members having considered the report and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with the deletion of condition 5 and a replacement condition to read:-

5. The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawings.

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

**35.9  
BROMLEY COMMON AND  
KESTON**

**(13/04253/FULL6) - 7 Greys Park Close, Keston.**

Description of application – Part one/two storey side/rear extension, single storey side, first floor side and single storey rear extensions, roof alterations to incorporate two front dormers, bay window to front and elevational alterations.

Comments from Ward Member, Councillor Alexa Michael, in support of the application were reported. Members having considered the report, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**35.10  
PETTS WOOD AND KNOLL**

**(14/00501/RECON) - 9 Acacia Close, Petts Wood.**

Description of application – Removal of condition 4 of permission ref 13/03468 that requires erection of screening along Southern edge of balcony approved under that reference.

Members having considered the report, **RESOLVED that PERMISSION be GRANTED** as recommended,



subject to the conditions set out in the report of the Chief Planner.

**35.11  
COPERS COPE**

**(14/00599/FULL1) - Boulders, 21 Beckenham Place Park, Beckenham.**

Description of application – Demolition of existing dwelling house and erection of replacement detached dwelling with associated parking provision and hard and soft landscaping.

Oral representations in support of the application were received at the meeting. Councillor Charles Joel had visited this unique site and complimented the architect on the design. Members had differing opinions and some were concerned with the quality of design, attractiveness, style, the flat roof and proposed materials in an area of special residential character. Members having considered the report, objections and representations, **RESOLVED that PERMISSION be REFUSED**, for the following reason:-

1. The proposal results in an unsatisfactory development on this site with little regard for the character of the surrounding Beckenham Place Park Area of Special Residential Character, in terms of the overall design, use of materials, scale and massing of the proposed dwelling, and is thereby contrary to Policies BE1, H7 and H10 of the Unitary Development Plan.

**35.12  
CRAY VALLEY EAST  
CONSERVATION AREA**

**(14/00618/FULL1) - St Josephs R.C. Church, High Street, St Mary Cray.**

Description of application – Erection of 3 three bedroom two storey terraced dwellings with landscaping and car parking spaces (Amendment to permission granted under ref 09/02991 for 2 four bedroom semidetached houses).

Councillor Julian Grainger was disappointed that the report had not taken into account the history of the site and not mentioned that planning application 09/02991 had been refused on grounds of overdevelopment previously by the Council and had been granted on appeal.

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

1. The proposal constitutes a cramped overdevelopment of the site, resulting in overintensive

use of the site over and above the scheme approved under reference 09/02991, and will be out of character with surrounding development, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.

**35.13  
PLAISTOW AND  
SUNDRIDGE**

**(14/00682/FULL6) - Treesway, Lodge Road, Bromley.**

Description of application – Installation of 8 air conditioning units to flank elevation, with enclosure  
PART RETROSPECTIVE.

Oral representations from Ward Member, Councillor Peter Morgan, in objection to the application were received at the meeting. Comments in objection to the application were reported. It was reported that the Environmental Health had no objection to the application.

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

1. The development prejudices the amenities of the occupiers of the adjoining dwelling currently enjoy by reason of its close proximity and noise and disturbance, contrary to Policy BE1 of the Unitary Development Plan.

**35.14  
WEST WICKHAM**

**(14/00855/FULL6) - 8 Woodland Way, West Wickham.**

Description of application – Single storey side/rear extension.

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

Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**35.15  
CHELSFIELD AND PRATTS  
BOTTOM**

**(14/00881/FULL6) - 7 Oxenden Wood Road, Orpington.**

Description of application – Part one/two storey side and rear extension, roof alterations incorporating rear dormer extensions, new chimney and front porch (amendment to eaves height for permission 13/02283/FULL6).

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, subject to the conditions set out in the report of the Chief Planner.

### 36 CONTRAVENTIONS AND OTHER ISSUES

#### 36.1 CHELSFIELD AND PRATTS BOTTOM

(DRR14/051) - Hard-standing, Skibbs Lane, Chelsfield.

Oral representations in favour of enforcement action being taken were received at the meeting. The Chief Planner's representative advised that an application to retain the hard-standing had recently been received. However the answer to a question indicated that the time limit for taking enforcement action may be imminent and Members accordingly needed to consider whether enforcement action was expedient rather than wait for the application to be determined. Members having considered the report and representations **RESOLVED that ENFORCEMENT ACTION be AUTHORISED** to remove the area of concrete hard standing for the following reasons:-

1. The hard surface, by reason of its size and location, causes harm to the amenity of the green belt.
2. The hard surface does not provide adequate drainage for surface water runoff, in the absence of which it will not attenuate runoff at times of heavy rainfall and as such will exacerbate flood risk.
3. The development is therefore contrary to Policy 4A.14 of the London Plan, BE1 and G1 of the Unitary Development Plan.

#### 37 CRAY VALLEY WEST

(DRR/13/035) - 138 Lockesley Drive, Orpington.

Oral representations from Ward Member, Councillor John Ince, were received at the meeting. Members having considered the report and representations **RESOLVED that compliance with the BREACH OF CONDITION NOTICE be held in abeyance for one month** to allow further time to complete the front boundary treatment. **IT WAS FURTHER RESOLVED THAT AFTER ONE MONTH IF THE BREACH OF CONDITION NOTICE HAD NOT BEEN COMPLIED WITH that LEGAL ACTION should continue.**

The Chairman thanked Members and Officers for their work throughout the year and Members and Officers likewise thanked the Chairman for his support.

The meeting ended at 9.38 pm

Chairman

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

**Application No :** 14/01300/FULL1

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

**Address :** Parish School 79 London Lane Bromley  
BR1 4FH

**OS Grid Ref:** E: 540189 N: 170454

**Applicant :** Mr Simon Goodburn

**Objections : NO**

### **Description of Development:**

Single storey extension to existing modular classroom and erection of decking with canopy

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads  
Open Space Deficiency

Urban Open Space

### **Proposal**

The proposal seeks planning permission for a single storey extension to the existing modular classroom and erection of decking with canopy. The proposed extension is to house an additional classroom, breakout room, store and WCs.

The extension would be flat roofed at the same height and width as the existing with an extension in length of approximately 9.6m.

### **Location**

Parish Church of England Primary School is a primary school for children aged 4-11 set in 5 acres of parkland to the north of London Lane (access) and to the south of Park Avenue. The site is in an area of open space deficiency with the adjoining playing fields designated as Urban Open Space within the Unitary Development Plan.

The mansion housing much of the school dates back to 1770 and is listed. There are a number of external buildings, which are comprised of three single storey

classrooms, one 2 storey classroom block, a single storey reception classroom and a single storey hall and kitchen block.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and at the time of completing the report no objections were received. It should also be noted that at the time of completing the report a petition in support of the application with 274 signatories had been received.

### **Comments from Consultees**

Technical Highways comments were received advising that in order to assess the application further a parking survey of the area was required. A supplementary parking survey was received on 26th June and forwarded to the Councils Highways Engineer who does not object to the proposal and recommends that if Members are minded to approve the application subject to conditions. The full technical Highways comments are available on file.

There are no Heritage and Design objections and the proposal will not have an adverse impact on the setting of the listed building.

### **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
- BE8 Statutory Listed Buildings
- C7 Educational and Pre-School facilities
- G8 Urban Open Space
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T18 Road Safety

London Plan:

#### **3.18 Education Facilities**

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

The Councils adopted SPG design guidance is also a consideration.

### **Planning History**

The site has an extensive planning history much of which is not relevant to the determination of this application. Applications that are of note include:

2011: Planning permission (ref: 11/01731/FULL1) granted for single storey detached building comprising 2 classrooms with decking, ramp and canopy.

2001: Deemed permission (ref: 01/00076/DEEM3) granted for detached single storey building for class room.

1999: Deemed permission (ref: 99/03218/DEEM3) granted for detached portable building for class room.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the openness of the adjacent Urban Open Space and the setting of the adjacent listed building, the impact the proposal would have on the amenities of the occupants of surrounding residential properties and the impact on parking and the surrounding highway.

It is important to note that the justification for the proposal is to allow the school to continue to operate in the face of significantly rising demand. This justification is obviously worthy however, it does need to be balanced against the main issues assessed in detail below.

With regard to the adjoining area of Urban Open Space, assessment is required against relevant policy G8 of the UDP, namely that the development is related to the existing use and the development is small scale. In addition, where built development is involved; the Council will weigh any benefits being offered to the community against a proposed loss of open space and in all cases, the scale, siting, and size of the proposal should not unduly impair the open nature of the site. Given that the proposal is for an extension to an existing classroom, is relatively small scale and sufficiently separated from the area of Urban Open Space to the west, Members may consider the proposal compliant with the above policy.

For the same reasons as above, Members may consider that the proposed extension to the side of an existing single storey modular classroom will not harm the setting of the listed mansion house.

The extension is to an existing single storey modular classroom and will be of a relatively modest size when considered in the context of much larger site and mansion building. It will also be sufficiently separated from the nearest residential properties so as not to result in undue harm to the amenities enjoyed by the occupants of those residential properties.

With regard to parking and highways matters, Council's Highways Engineer states that the development would have an impact on the surrounding road network and the school needs to aim to encourage users of the school to use more sustainable modes of transport, particularly those living nearby. However, Council's Highways Engineers does not object to the proposal and recommends that if Members are minded to approve the application, a series of conditions be attached to any planning permission and these are detailed at the end of this report.

Having had regard to the above Members may consider that the siting, size and design of the proposed extension to the existing modular classroom and associated decking is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the openness of the site to such a degree as to warrant refusal of planning permission. The potential impact on the highway may also be considered, on balance, acceptable in light of the information provided as well as the requirements of the recommended conditions.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/01300, set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACC07  | Materials as set out in application      |
|   | ACC07R | Reason C07                               |
| 3 | ACH02  | Satisfactory parking - no details submit |
|   | ACH02R | Reason H02                               |
| 4 | ACH16  | Hardstanding for wash-down facilities    |
|   | ACH16R | Reason H16                               |
| 5 | ACH22  | Bicycle Parking                          |
|   | ACH22R | Reason H22                               |
| 6 | ACH28  | Car park management                      |
|   | ACH28R | Reason H28                               |
| 7 | ACH29  | Construction Management Plan             |
|   | ACH29R | Reason H29                               |
| 8 | ACH30  | Travel Plan                              |
|   | ACH30R | Reason H30                               |
| 9 | ACK01  | Compliance with submitted plan           |

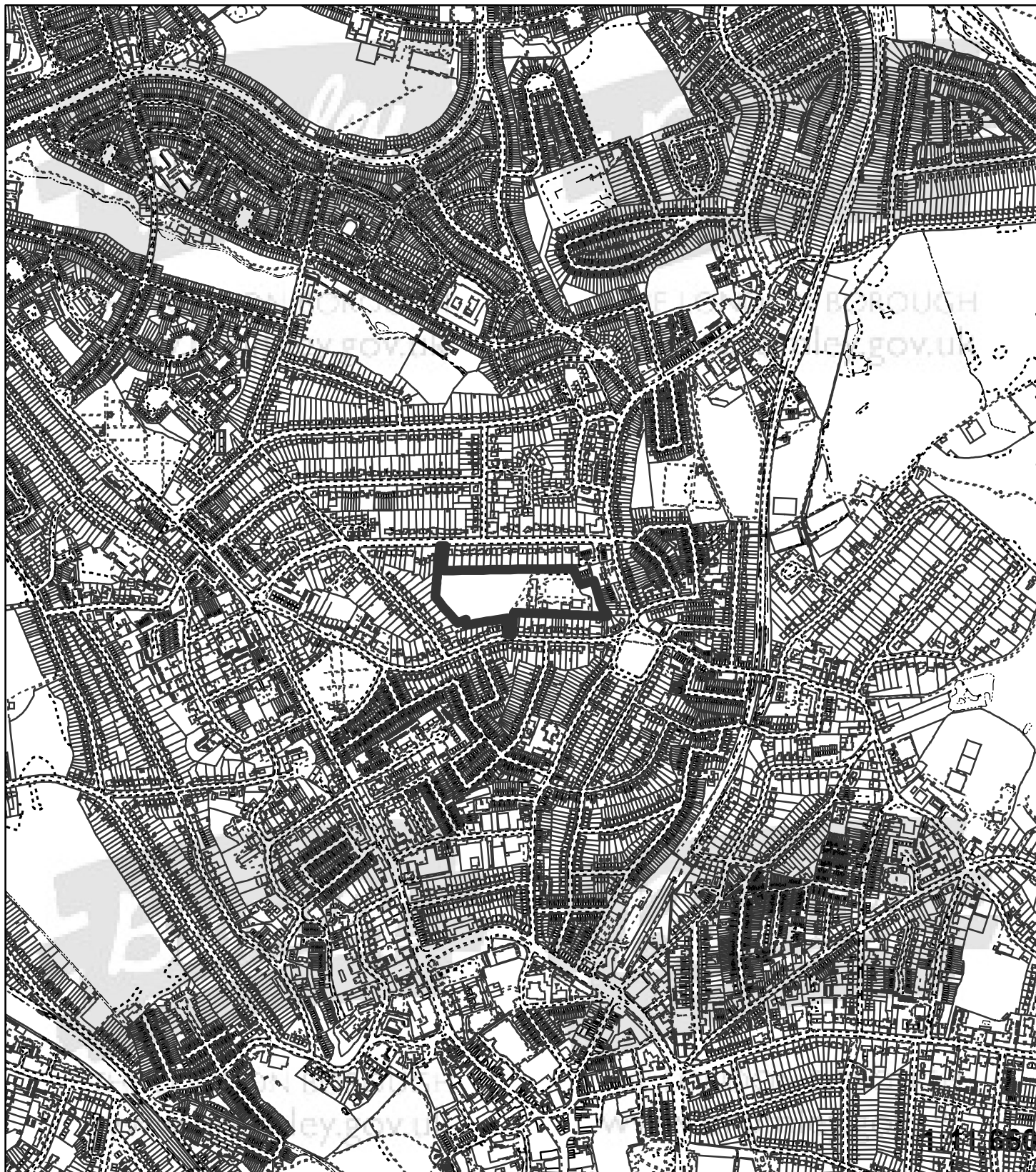
**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.



**Application:**14/01300/FULL1

**Address:** Parish School 79 London Lane Bromley BR1 4FH

**Proposal:** Single storey extension to existing modular classroom and erection of decking with canopy



"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 :** 13/03530/RECON

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

**Address :** 29 Gwydyr Road Bromley BR2 0EX

**OS Grid Ref:** E: 539951 N: 168874

**Applicant :** Mr Paul Evans

**Objections :** YES

### **Description of Development:**

Removal of condition 5 of planning permission reference 11/00407 requiring arrangements to be in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a residents parking permit within any controlled parking zone which may be in force in the vicinity of the site at anytime.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area Buffer 200m  
Flood Zone 2  
Flood Zone 3  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

### **Proposal**

This application seeks the removal of condition 5 of planning permission ref. 11/00407 requiring arrangements to be in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a residents parking permit within any controlled parking zone which may be in force in the vicinity of the site at anytime.

### **Location**

The site is located on the east side of Gwydyr Road, within a residential location.

### **Comments from Local Residents**

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

Concerns are raised in that :

- there has been no reduction in the demand on parking in the immediate vicinity
- roads are regularly congested with parked vehicles
- there is an access road to the rear of Gwydyr Road - this is regularly parked in, with so many cars it is not possible to drive down it
- demand for parking exceeds spaces available

Comments are added that:

- if an additional parking space is created outside the house and the yellow line removed - would not object

### **Comments from Consultees**

Highways comments note that the proposal is located within Bromley Town Centre (Outer Zone) Controlled Parking Zone (CPZ). The original development has resulted in loss of off street parking spaces. Furthermore there is no provision for off street parking space(s), which would add to the parking stress within the area. Based on 2001 census results, car ownership in Bromley Town ward was approx. 1.04car per household. Considering that the available census information is approximately 13 years old, and the growth in car ownership level since 2001, greater parking demand is likely to exist now. The submitted parking survey is noted. Highways concerns are raised that the demand for parking has not reduced in this vicinity and removal of Condition 5 would add to parking stress therefore in principle the application cannot be permitted as it will set a precedent and therefore the removal of condition 5 is not recommended.

Highways additional comments advise that even in the event an additional bay is implemented this would not address their objections raised as the bay would be for public use and not for the sole use of the applicant.

### **Planning Considerations**

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

T3 Transport and Road Safety

and Supplementary Planning Guidance

### **Planning History**

Outline planning permission, ref. 07/02923, was granted, subject to conditions, for a detached two storey three bedroom dwelling on land adjacent 27 Gwydyr Road.

Highways comments at the time raised no objections to car free housing in this location, subject to the developer entering into an agreement that the new occupiers would not be eligible for a parking permit.

An informative was included on the planning decision notice advising future owners/occupiers of the dwelling would not be eligible for parking permits.

Planning permission, ref. 11/00407, was granted for the detailed development, subject to planning conditions including Condition 5 the subject of this application.

Application ref. 12/01705 was subsequently submitted to seek the removal of condition 5 (Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.) of permission ref. 11/00407.

This was refused for the following reason:

The removal of Condition 5 would add to the parking stress within the area and would be contrary to the aims of Policy T3 which seeks to avoid development which is likely to lead to parking inconvenient to other road users and be detrimental to amenities and road safety.

## **Conclusions**

The planning merits of the development now built and known as 29 Gwydyr Road (application site) were considered by planning permissions refs. 07/02923 and 11/00407 and whilst representations were put forward by the applicants at the time relating to parking, no Highway objection was raised to car free housing in this location. This was however subject to restrictions; in order to address pressure on the existing parking demand in the area future residents of the development should not be eligible to apply for parking permits. It should be noted there are some 'free' (non-restricted) spaces on Gwydyr Road, which could be utilised by future occupier(s).

The planning history reveals the continued highway concern, that to allow this type of development (without the restrictive condition) is that similar developments will start applying resulting in unsustainable number of parking permits.

The applicant has advised that they were unaware of the restriction prior to moving in; they have also indicated that a member of the family has significant health problems. The applicant has been asked for written confirmation from the doctors in this respect, in order to support the application. No written confirmation has been received at the time of writing the report but in the event documentation is received Members will be updated verbally at Committee.

The applicant has been advised that if the health condition entitled an application for and the issuing of a disabled persons parking badge, it may be the case that the requirements of condition 5 can be met without having to apply to have the Condition removed (or varied).

Members may consider that the removal of Condition 5 would add to the parking stress within the area and would be contrary to the aims of Policy T3 which seeks

to avoid development which is likely to lead to parking inconvenient to other road users and be detrimental to amenities and road safety. In the absence of any additional information further to the refusal of application reference 12/01705 it is recommended that this application be refused.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

as amended by documents received on 16.01.2014

**RECOMMENDATION: PERMISSION BE REFUSED**

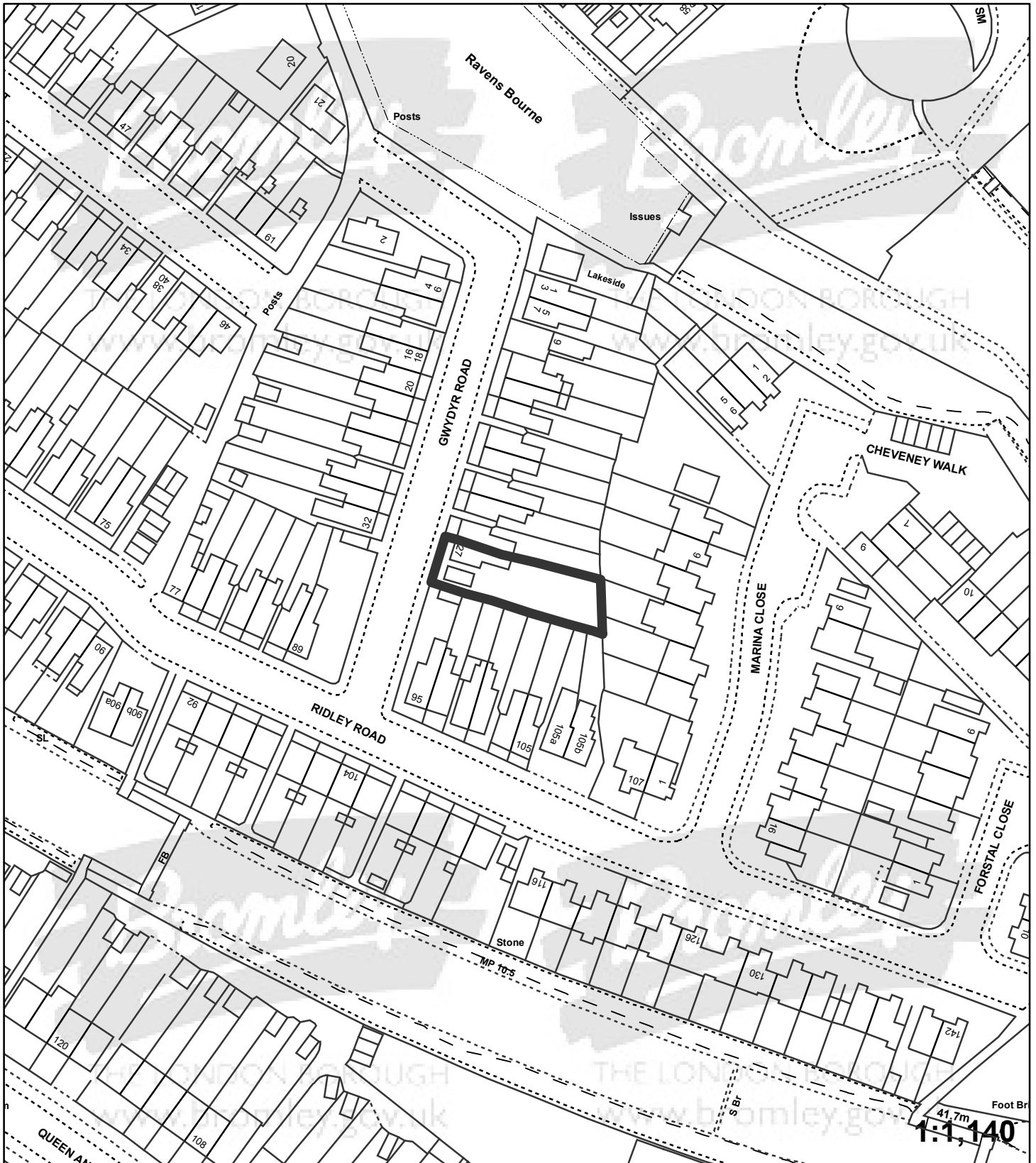
The reasons for refusal are:

- 1 The removal of Condition 5 would add to the parking stress within the area and would be contrary to the aims of Policy T3 which seeks to avoid development which is likely to lead to parking inconvenient to other road users and be detrimental to amenities and road safety.

**Application:** 13/03530/RECON

**Address:** 29 Gwydyr Road Bromley BR2 0EX

**Proposal:** Removal of condition 5 of planning permission reference 11/00407 requiring arrangements to be in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a residents parking permit within any controlled parking zone which may



"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 :** 14/00877/FULL6

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

**Address :** 18 Upper Park Road Bromley BR1 3HT

**OS Grid Ref:** E: 540998 N: 169772

**Applicant :** Mr Nicholas Bennett

**Objections :** NO

### **Description of Development:**

Part one/two storey side extension and roof extension incorporating 2 rear dormers with Juliet balconies

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Biggin Hill Safeguarding Area  
Local Cycle Network  
Local Cycle Network  
London City Airport Safeguarding  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Open Space Deficiency

### **Proposal**

Planning permission is sought for part one/two storey side extension and roof extension incorporating 2 rear dormers with Juliet balconies.

Subsequent to officer concern that the originally submitted proposal did not overcome the previously dismissed appeal and therefore could not be recommended for permission, the applicant has revised the proposal so that the half gable has been removed and is therefore fully hipped.

### **Location**

The appeal property is a semi-detached property on the south east corner of Upper Park Road with Henville Road within a predominantly residential area. The surrounding area is mixed in terms of buildings, with individual houses and blocks of flats dating from different periods and of different styles. However, none of the buildings is individually dominant in the street scene.

### **Comments from Local Residents**

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

### **Comments from Consultees**

No external or internal consultation required.

### **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

The following Council adopted SPG guidance is also a consideration:

Supplementary Planning Guidance 1 General Design Guidance  
Supplementary Planning Guidance 2 Residential Design Principles

The above policies are considered consistent with the objectives and principles of the NPPF.

### **Planning History**

1997: Planning permission (ref: 97/00305/FUL) granted for two storey side extension.

2001: Planning application (ref: 01/03417/FULL1) refused for detached garage with room above. Reason for refusal:

The proposal would be overdominant and would be detrimental to the amenity that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy by reason of visual impact and loss of prospect in view of its size and height, contrary to Policy H.3 of the adopted Unitary Development Plan and Policy H8 of the first deposit draft Unitary Development Plan (March 2001).

2002: Planning permission (ref: 02/02623/FULL1) granted for single storey rear extension for conservatory.

2013: Planning application (ref: 13/03358/FULL6) refused and dismissed on appeal refused and dismissed on appeal for part one/two storey front and side extension and roof extension incorporating 2 rear dormers with Juliet balconies. Reasons for refusal:

The proposal is lacking in adequate side space and would constitute an overdevelopment of this exposed corner site, out of character and scale with the host dwelling and surrounding houses, and harmful to the visual

amenities of the area, contrary to Policies BE1, H8 and H9 of the Unitary Development Plan.

The proposal, by reason of its prominent forward projection, massing and substantial alterations to the roofline, would be detrimental to the symmetrical appearance of this pair of semi-detached houses and to the visual amenities of the area, contrary to Policies BE1 and H8 of the Unitary Development Plan.

## **Conclusions**

Given the reasons for refusal of the previous application and the subsequently dismissed appeal decision as noted above, no harm to neighbouring amenity is considered to result from the proposal and the main issue relating to the application is limited to the effect that it would have on the host property, the character of the area and the street scene.

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 application dwelling occupies a corner site beside the junctions of Upper Park Road and Henville Road. The dwelling forms one half of a pair of semis. Although both houses (Nos. 18 and 20) have been extended to incorporate two storey side extensions, the two houses have largely retained their symmetry with the said extensions set back in relation to the frontage and the main roof having retained its hipped ends.

Subsequent to dismissal of the appeal relating to the previously refused application, the applicant has submitted the current application. The differences between the 2 schemes are the removal of the front bay at ground and first floor, the setting back of the front building line as well as the setting down of the ridgeline and removal of the half gable.

At paragraph 5 of the decision, the Inspector states that "The impact in terms of the relationship with the adjoining half of the pair would be exacerbated with the change in the main roof from hipped to half hipped. In this regard it is noted that the current application now omits the half hip, maintaining a full hip and Members may therefore consider the proposal to have overcome the Inspector's concern in this regard. Furthermore, with regard to the roofline of the rear of the property, this has been set down in comparison to the previously refused scheme and Members may now consider the proposal to have overcome the concern of the Inspector in this regard.

The proposal includes a part one/part two storey side extension that would be within 1 metre of the side boundary. Although policy H9 of the UDP normally requires a minimum 1m side space, it is only a relatively modest single storey side element that is within 1m of the boundary and this still maintains a 0.8m separation

to the boundary. It is also noted that the Inspector did not specifically mention side space in her decision rather looking at the bulk and massing of the proposal as a whole. Given that, as noted above, the issues of bulk and massing have been addressed, Members may therefore consider on balance that the proposal is acceptable with regard to side space.

Having had regard to the above, Members may consider on balance that the proposal is acceptable in that it would not harm the character and appearance of the host property nor the pair of semi-detached properties and the street scene.

Background papers referred to during production of this report comprise all correspondence on the files refs. 14/00877 and 13/03358 as set out in the Planning History section above, excluding exempt information.

as amended by documents received on 16.06.2014

#### RECOMMENDATION: PERMISSION

Subject to the following conditions:

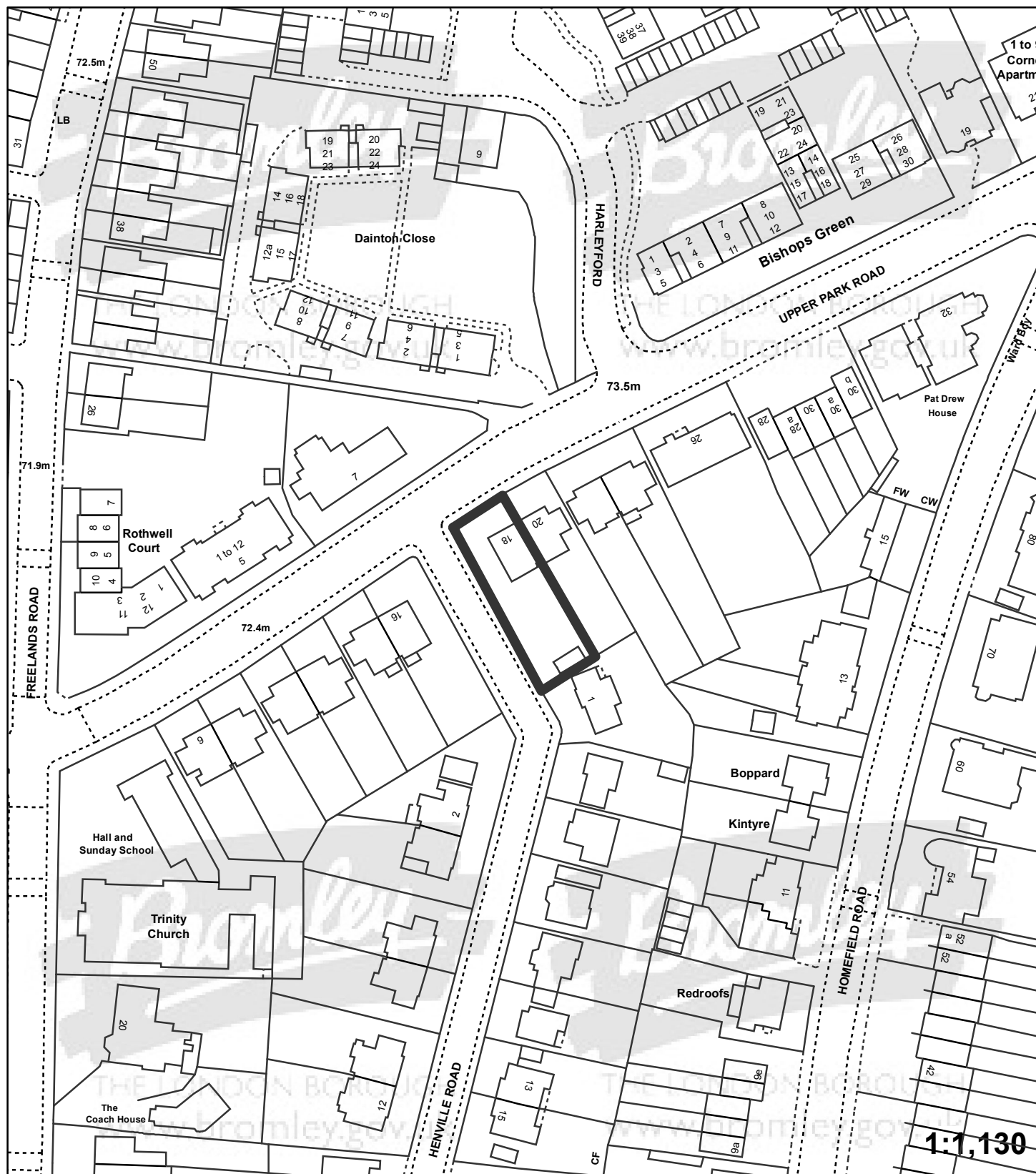
- 1      ACA01      Commencement of development within 3 yrs  
         ACA01R      A01 Reason 3 years
- 2      ACC04      Matching materials  
         ACC04R      Reason C04
- 3      ACK01      Compliance with submitted plan

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

**Application:**14/00877/FULL6

**Address:** 18 Upper Park Road Bromley BR1 3HT

**Proposal:** Part one/two storey side extension and roof extension incorporating 2 rear dormers with Juliet balconies



"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 :** 14/01145/FULL1

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

**Address :** Land Adjacent To 27 Edward Road  
Bromley

**OS Grid Ref:** E: 541075 N: 170533

**Applicant :** Mr Jayant Kapadia

**Objections :** YES

### **Description of Development:**

Detached two storey six bedroom house with accommodation in roofspace, integral garage and associated vehicular access and car parking

Key designations:

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

This application was previously deferred from Committee on 19 June for the applicant to consider a reduction in the height of the roof to reduce the impact of the proposal on the adjoining owners. Following detailed investigations with his architect the applicant has decided not to amend the proposal. The application is therefore returned to Committee for consideration by Members with the previous report repeated below

### **Proposal**

The proposal is for a detached two storey six bedroom house (with accommodation in the roof space) on a vacant plot that was created from the sub-division of the garden of No. 27 Edward Road.

The current application is for a house with a similar footprint to a scheme previously permitted under ref.13/00655.

The current proposal omits the single storey addition adjacent to the boundary with No.31 Edward Road that was part of (refused) application ref.13/03135, and the roof line has been revised to more closely reflect the original approved catslide roof. The gable that was added as part of application ref.13/03135 (previously refused at Committee on 9 January 2014) has been omitted and instead the roof

has been hipped back, which more closely replicates that granted planning permission under ref.13/00655.

When compared to the approved scheme (ref. 13/0655) the width of the roof at ridge height has been increased from approx. 5.5m to 6.46m (an increase of 0.96m) and the associated increase in the height of the flank wall as indicated on the drawings is 0.235m. The changes will increase the bulk of the roof of the building adjacent to No.31.

The proposal also includes some other minor modifications to the footprint of the building that will result in the squaring off of the footprint that formed part of the previously approved scheme.

The overall width of the building when scaled from the drawings including the chimney and decorative brick plinths is 15.5m, compared to 15m in the approved scheme (ref. 13/03135). This allows for a minimum 1.05m side space to the flank elevation of the proposed building adjacent to No.31.

Multi-red clay plain tiles are proposed for the roof with render and clay plain tile hanging to walls

A bin area in the front garden of the property is indicated on the drawings but details of an enclosure have not been provided.

The applicant has submitted a 'Right to Light' document.

## **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. No. 27 Edward Road was previously redeveloped by the applicants and the plot divided to form the application site. The site has a slight cross fall in a south-west, north-east direction. The site has been cleared and a detached garage which formerly stood on the site, adjacent to No.27, has been demolished. The road is predominantly characterised by single dwellinghouses of varying designs and scales. Some properties in the road have been converted into flats or residential care homes. The site is not within a Conservation Area, or Area of Special Residential Character.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and comments were received from No. 31 Edward Road.

The letter from the occupiers of No. 31 can be summarised as follows:

- objection to potential to convert loft space to further storey and inclusion of balcony;
- number of additional windows;
- proposal will bring roof space 96cm closer to No. 31;



- impact on light to bedroom, lounge, and sun room;
- inability of neighbour to afford to commission own right to light survey, therefore had to rely on findings of applicant's report;
- height of roof, which is approx. 1m higher on main ridge;
- proposed dwelling will extend much further to the rear of No.31;
- loss of privacy in rear garden;
- proposed dwelling is too large for the site;
- proposed dwelling is too large to be family residence;
- realise that a house will be built on the site, but it should be of a reasonable size that will leave some privacy, light and sunshine to No. 31

### **Comments from Consultees**

Highways - No objection.

Environmental Health - No objection.

Thames water - No objection.

Drainage - No objection.

Street Cleansing - No objection.

### **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 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.

A further application (ref. 13/00655) for a detached two storey seven bedroom house was granted planning permission in June 2013. This application included alterations to the design, siting and footprint of the dwelling, and included an increase in the height of the dwelling and a reduction in the level of side space to the flank boundaries.

Planning permission (ref. 13/03135) was refused. This application was for a similar proposal to ref. 13/00655, apart from the fact that the proposal included an additional single storey rear extension, replaced the cat slide roof with a full height flank wall and added an additional rear gable feature. Other minor alterations were also included to square off the footprint. The application was refused on the grounds that the proposal represented the overdevelopment of the site, the unacceptable impact of the alterations to the roofline (when compared to planning permission ref. 31/03655) and the rearward projection of the single storey addition on No.31.

A further application, ref. 14/00042 for a similar proposal was refused. This application included a flank wall adjacent to No.31 (rather than the previously approved catslide roof), it deleted the single storey rear addition adjacent to No.31 and hipped back the gable end that was added as part of (refused) application ref. 13/03135.

## **Conclusions**

The principle of a two storey dwelling of a similar footprint has already been established through the grant of permission ref. 13/00655 and previous applications.

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.

As the principle of the development of a dwelling with a similar footprint has already been established, the assessment of the issues in this case will focus on the latest revisions to the scheme; the alterations to the roofline and the minor changes required to allow the squaring off of the footprint of the building.

Policies H7 and BE1 of 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 application site was originally part of the garden of No.27 Edward Road (a site that was previously redeveloped by the applicant and sub divided to form the application site). As a result of the characteristics of the site and the relationship between No.31 and the adjoining site, No.31 Edward Road is unusual in so far as it was built with a number of large windows on its flank elevation facing the

application site, that are clear glazed. The impact of the previously approved schemes (refs. 06/02943, 06/02943, 13/00655) on these windows was assessed as part of the consideration of these applications and deemed to fall within acceptable levels. All of the approved schemes incorporated a cat-slide roof adjacent to No.31. The impact of the current proposal on No.31 and the other adjoining properties falls to be assessed as part of this application.

The construction of a dwelling on the land adjacent to No.27 will impact on the amenities of No.31 in terms of loss of outlook and loss of light. This assessment will need to determine whether the impact of the current scheme falls within acceptable levels.

In respect of the issue of the loss of light to these windows, the applicant has submitted a report from David Parratt Associates on 'Rights of Light'. The overall conclusion of this report is that:

"whilst the erection of the proposed house on the adjoining plot will cause some minimal diminution of the daylight entering No.31, Edward Road, that will never cause the residual daylight to fall below the level which the law regards as the standard to which the owners are entitled by right."

The previous permissions for the development of a dwelling on this site including refs. 06/029463, 08/03539, 11/03034 and 13/00655 all include a catslide roof adjacent to No.31 Edward Road. The inclusion of a catslide roof reduces the bulk of the roof adjacent to No.31 and therefore also the impact of the proposed development on the amenities of No.31 in terms of outlook and loss of light.

The alterations to the roof, including the increase in the width of the roof at ridge height by 0.96m and the increase in the height of the flank wall adjacent to No.31 by 0.235 will increase the impact on No.31 in terms of visual amenities and loss of light as it will bring built development closer to No.31. However, the applicant has submitted a report indicating that the residual daylight to No.31 will not fall below the standard to which the owners are entitled by right.

The most recent revision to the scheme is more sensitively designed than previous revisions and does more closely replicate the original catslide roof. The proposal will bring built development closer to No.31, (by 0.96m at ridge level and 0.235m at eaves level). Members will need to carefully consider the impact of these changes on the amenities of the occupiers of the adjoining property. On balance it is considered that the proposal will not significantly worsen the impact on No.31 when compared to the approved scheme.

The single storey element to the rear of the property adjacent to the boundary with No.31 that was included in application (ref. 13/00655) has been deleted from this proposal.

The minor changes to the footprint of the building to square off the rear elevation and the corner of the property adjacent to No.27 are not considered to result in any material impact on the adjoining properties over and above that assessed and considered to be acceptable as part of the previously approved schemes.

Previous applications have increased the height of the proposed dwelling and reduced the level of side space to the adjoining boundaries, seeking to justify this by reducing the rearward projection of the proposed building adjacent to No.31, to lessen the impact on No.31. Whilst the principle of the development of a dwelling on the site has been established this application seeks to further increase the bulk of the roof of the building and height of the flank wall. The history of the revisions to the proposed schemes need to be viewed in their entirety, with each proposal considered on its own merits and isolated elements of these proposals not used simply to justify development creep.

The applicant has indicated that the inclusion of a cat-slide roof will render two of the bedrooms and a bathroom, on the side of the property adjacent to No.31 unworkable. However, the applicant's position in this regard is not accepted. Even with the inclusion of a cat-slide roof (as has been demonstrated in the case of application ref. 13/0655) it is possible to provide two double en-suite bedrooms that are of generous sizes when compared to modern standards. The site is capable of accommodating and already has planning permission for a substantial dwelling. It would also be possible to add additional habitable accommodation in the roofspace and the applicant has indicated that he wishes to keep the roofspace to eventually add a guest room, gym and cinema room.

The principle of the development of substantial dwelling on the site has already been established, under application refs. 06/02943 and 13/00655. It is acknowledged that the development of a dwelling on this site will impact on the amenities of the occupiers of the adjoining properties, however, Members will need to carefully consider whether with the proposed alteration to the roofline, the impact of the proposed dwelling will continue to fall within acceptable levels.

Whilst this is considered to be a finely balanced case, and the proposal is more sensitively designed than the revisions sought in previous applications, in view of the fact that the proposal will only bring built development 0.96m closer to the No.31 at ridge level and 0.235m at eaves level it is considered that the proposal will not significantly worsen the impact of the proposed dwelling on No.31 when compared to what has already been approved and therefore the application is recommended for permission.

Background papers referred to during production of this report comprise all correspondence on files refs. 06/00369, 06/02943, 08/03539, 11/03034, 13/00655 and 13/03135, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.

**Reason:** Section 91, Town and Country Planning Act 1990.

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in

writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. 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 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.

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

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

4 Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed 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.

5 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.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan.

6 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.

7 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway

caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

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

- 8 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

- 9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 1995 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

**Reason:** To protect the amenities of the adjoining residents in order to comply with Policies H7 and BE1 of the Unitary Development Plan.

- 10 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the building hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

- 11 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:** To protect the amenities of the adjoining residents in order to comply with Policies H7 and BE1 of the Unitary Development Plan.

- 12 A minimum 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.

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

#### 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](mailto: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](http://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.

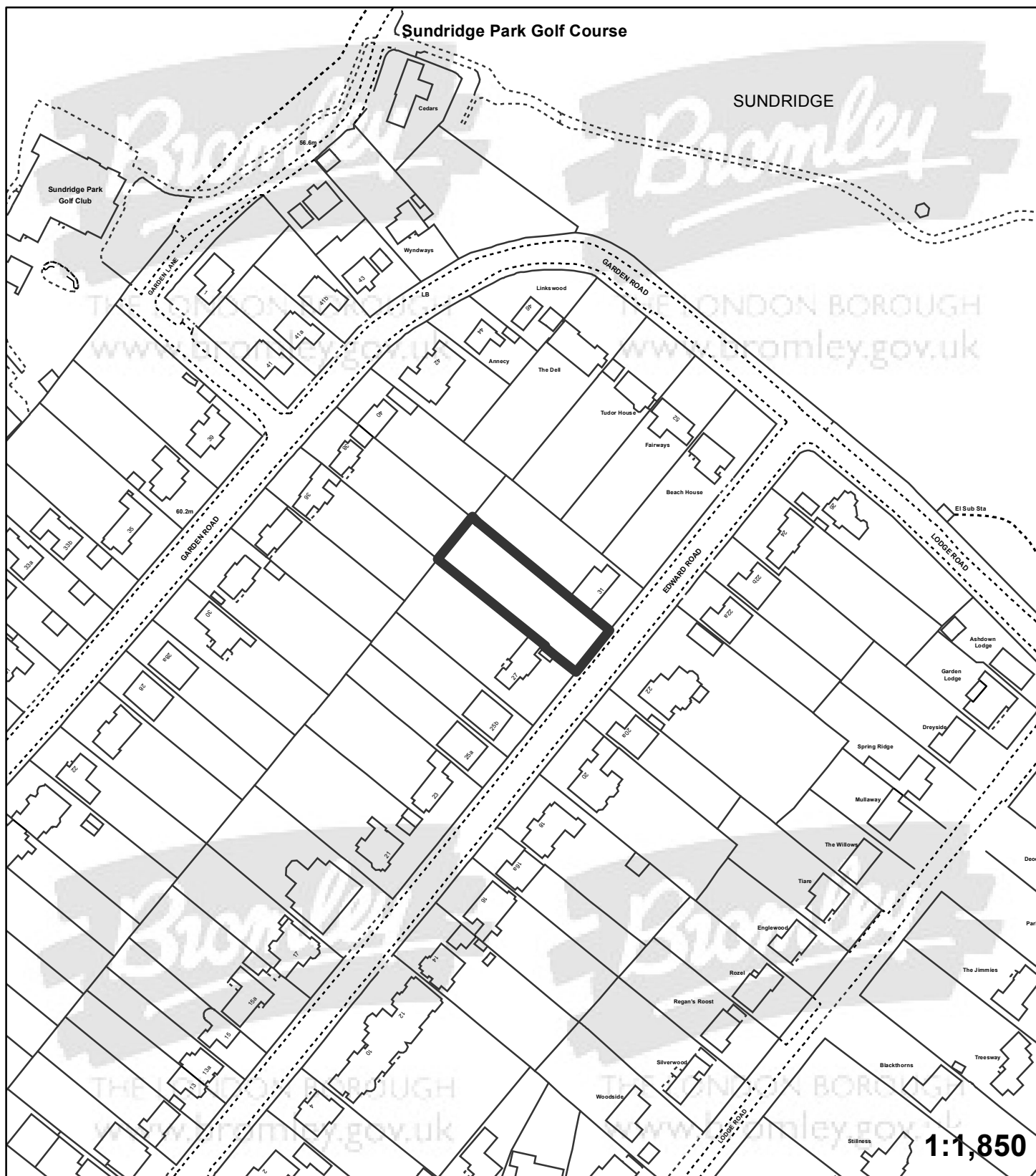
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL3](http://www.bromley.gov.uk/CIL3)

- 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:**14/01145/FULL1

**Address:** Land Adjacent To 27 Edward Road Bromley

**Proposal:** Detached two storey six bedroom house with accommodation in roofspace, integral garage and associated vehicular access and car parking



"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 :** 14/01377/FULL6

**Ward:**  
Cray Valley West

**Address :** 214 Chislehurst Road Orpington BR5  
1NR

**OS Grid Ref:** E: 545562 N: 167780

**Applicant :** Mr Stuart Pearson

**Objections :** NO

### **Description of Development:**

Part one/two storey side/rear extension

Key designations:

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

### **Proposal**

Planning permission is sought for a part one/two storey side/rear extension including the enlargement of an existing rear balcony. The proposal would extend to the side of the building by 1.6m in width and retain a minimum side space to the southern boundary of 1.1m. The single storey extension would project 3m to the rear of the building and would have a flat roof. The existing balcony would be enlarged to span the width of the extension.

### **Location**

This proposal is to a detached property located on the eastern side of Chislehurst Road, Petts Wood, Orpington. The site also lies within the Petts Wood Area of Special Residential Character (ASRC).

### **Comments from Local Residents**

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

### **Comments from Consultees**

Highways- no objections

## **Planning Considerations**

The main policies relevant to this case are Policies H8 (Residential Extensions), BE1 (Design of new development) of the Unitary Development Plan) and H10 (Areas of Special Residential Character) which relate to the design of residential extensions and development in general.

## **Planning History**

There is no recent planning history at the site.

## **Conclusions**

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

The proposed two storey side extension would project 1.6 to the side and would retain 1.1m to the southern boundary adjacent to No.212. The main roof ridge would be extended to the side but would retain a hipped roof matching that of the existing house. The design of the extension is in-keeping with the host dwelling and would not un-balance the house. The proposed side space complies with the minimum requirement of Policy H9. However, Members will note that the property is located within the Petts Wood ASRC and careful consideration should be given as to whether the side space proposed is adequate for that area. The side space distances between properties in this part of Chislehurst Road is somewhat mixed and the side space would not appear to unduly harm the character of the ASRC.

The existing single storey garage will be removed in order for the extension to be constructed. The two storey element will not project beyond the established rear building line and will in-fill the 'L-shaped' void at the rear. It is considered that there is good separation to the adjacent property at No.212 and given the proposed layout Members may consider that the proposal is unlikely to have a detrimental impact upon the amenities of this neighbour.

With regards to the proposed single storey extension, the proposal would project 3m to the rear of the property and have a flat roof. There is screening to the boundary and given the proposed height and depth of the single storey extension and the separation to the property at No.216, the extension is unlikely to have a detrimental impact upon the amenities of this neighbour.

Regarding enlargement of the existing balcony, given that there is an existing balcony at the site it is not considered that the introduction of a wider balcony would intensify its use. Members may wish to add a condition to require further screening be provided to the sides of the balcony in order to prevent any potential direct overlooking.

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.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/01377 set out in the Planning History section above, 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     ACI10        Side space (1 insert)            1.1m    southern  
      ACI10R      Reason I10
- 4     ACI17        No additional windows (2 inserts)    first floor    extension  
      ACI17R      I17 reason (1 insert)    BE1
- 5     ACI24        Details of means of screening-balconies  
      ACI24R      Reason I24R
- 6     Before the development hereby permitted is first occupied, the proposed window(s) in the first floor elevation shall be obscure glazed to a minimum of privacy level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above floor of the room in which the window is installed 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     ACK01        Compliance with submitted plan  
      ACK05R      K05 reason

**Application:**14/01377/FULL6

**Address:** 214 Chislehurst Road Orpington BR5 1NR

**Proposal:** Part one/two storey side/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 '2' – Applications meriting special consideration

**Application No :** 14/01555/FULL1

**Ward:**  
**Bickley**

**Address :** 21 Denbridge Road Bickley Bromley  
BR1 2AG

**OS Grid Ref:** E: 542962 N: 169561

**Applicant :** Mr Robert Holland

**Objections :** YES

### **Description of Development:**

Replacement three storey 6 bedroom detached dwelling with integral garage with accommodation above, refuse storage container and front boundary wall and gates to maximum height of 1.8 metres

Key designations:

Area of Special Residential Character  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Open Space Deficiency

### **Proposal**

- 
- Two/three storey replacement dwelling with attached garage and guest accommodation over
- Swimming pool
- 2m side space would be retained between the building and the northern site boundary
- 2.6m side space would be retained to the southern flank boundary
- 1m high front boundary wall with 1.6m (approx) high pillars and 1.8m high gates
- New vehicular access to create an "in-out" driveway

### **Location**

- The application site currently consists of a detached two storey dwelling with garage underneath
- The current property is set towards the northern side of the plot

- The site slopes down steeply from the rear of the property to the front and rises across the front elevation from north to south, placing the adjoining property, No.19, in an elevated position relative to the site
- The site falls within the Bickley Area of Special Residential Character (ASRC) which is characterised by that of spacious inter-war residential development, with large houses in substantial plots.

### **Comments from Local Residents**

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

- proposed replacement house will be the largest in the lower part of the road
- will dominate immediate vicinity
- a large number of screening trees between 19 and 21 will be removed
- will deny (No.19) privacy
- proposed pump room will be close to neighbouring bedroom
- want assurance that any machinery will be adequately sound-proofed
- worried about noise, disturbance and dust during building process.

### **Comments from Consultees**

The Council's Highways Development Engineers have raised no objections in principle but the proposal includes a second access which is adjacent to a lamp post and any works required to this would be at the applicants expense. Furthermore, the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development; and before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Denbridge Road is laid out.

The Council's Environmental Health (housing) officer has commented on a lack of natural ventilation to the WCs, utility room and changing rooms.

The Council's Environmental Health (pollution) officer has raised no objection in principle.

The Council's Drainage Officer states that the proposed use of rainwater harvesting and soakaways to attenuate surface water run-off is acceptable.

Thames Water advise that 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. With regard to sewerage and water infrastructure capacity, they would not have any objection to the above planning 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  
BE7 Railings, Boundary Walls and other Means of Enclosure  
H7 Housing Density and Design  
H9 Side Space  
H10 Areas of Special Residential Character (ASRCs)  
NE7 Development and Trees  
T18 Road Safety  
Appendix I: ASRCs

SPG1 General Design Principles  
SPG2 Residential Design Guidance

London Plan:

3.5 Quality and Design of Housing Developments  
5.3 Sustainable Design and Construction  
5.13 Sustainable Drainage  
6.9 Cycling  
6.13 Parking  
7.4 Local Character  
7.6 Architecture

Mayor of London's Housing Supplementary Planning Guidance

### **Planning History**

00/00341 - Two storey side extension, rebuild single storey front extension to integral garage - PERMITTED

08/00966 - Single storey detached building at rear for use as children's nursery - REFUSED

### **Conclusions**

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

The proposed dwelling would fill almost the entire width of the plot leaving between 2 and 2.6 metres to the side boundaries of the site, in contrast to the existing layout where the building is positioned towards the north of the site. However, it would appear more akin to the surrounding pattern of development where houses are positioned more centrally within their plots with varying amounts of side space and examples of garages built up to the site boundaries and it is not considered that the resulting development would appear cramped, particularly as the lower height garage would be positioned adjacent to the southern boundary and would retain a generous 2.6m separation.

In terms of scale, the proposed dwelling would be positioned slightly further forward within the plot than existing, however, it would not be any further forward

than the adjacent building at No.19 and the overall height would not increase. Due to the site levels, which fall steeply towards the front of the site, the resulting building would have a three storey front façade. While appearing prominent, the height of the building would not exceed the general height of other buildings in the road and, overall, the scale, form and layout would respect and complement the established and individual qualities of the ASRC.

The proposed front boundary wall and gates would replace a row of tall Leyland Cypress trees and a set of existing gates. A new vehicular access would replace an existing pedestrian access to create an "in-out" driveway. No significant increase in hardstanding is proposed. The proposed front wall would measure 1 metre in height while the pillars and gates would be a maximum of 1.8 metres. Overall, the front boundary treatments are considered acceptable in that they would respect and complement the appearance of the ASRC.

With regard to the impact on the amenities of neighbouring properties, the proposed one/two storey element containing garage with accommodation above and swimming pool to the rear would project some 10 metres beyond the rear of the adjacent property, No.19. However, given the subservient height of this part of the building and the 2.6m separation proposed to the boundary of the two sites, is unlikely to have a significant impact on the lighting or outlook from No.19, particularly as there is a garage at No.19 separating the main dwellinghouse from the application site.

The three storey part of the proposal would be located 9 metres from the party boundary and, due to the site levels and elevated position of No.19, it is also unlikely to detrimentally impact on the outlook from the adjacent dwelling. Two balconies are proposed at the rear of the first floor, however, they would be enclosed within two rear gable elements and are therefore unlikely to give rise to undue overlooking.

A number of flank windows are proposed to the southern elevation, two of which would serve bedrooms and the other two bathrooms. As the bedroom windows would be secondary windows to those rooms, a condition requiring that all four windows are obscure glazed is recommended, in the interests of the privacy of the occupiers of No.19. Concerns have also been raised from the occupiers of No.19 regarding noise from the proposed plant room however, the plant room appears to be below ground level and, given the distance from the boundary with No.19 any ventilation proposed to the room is unlikely to lead to significant noise or disturbance. Nevertheless, an informative is suggested to advise the applicant that permission may be required for any associated mechanical equipment.

To the northern flank boundary of the site, No.74 Chislehurst Road is set well back from the site of the proposed dwelling and is unlikely to experience any undue loss of amenity as a result of the proposal.

A number of trees along the southern boundary of the site are to be removed, however, these are not considered to be of significant value in terms of trees and a landscaping condition is recommended to ensure suitable boundary treatments for the proposal.



The proposal is unlikely to significantly impact road safety conditions in the adjacent un-adopted highway.

Having had regard to the above it is considered that the proposed replacement dwelling 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 the file ref.14/01555 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
          ACA01R      A01 Reason 3 years
- 2      ACA04      Landscaping Scheme - full app no details  
          ACA04R      Reason A04
- 3      ACB18      Trees-Arboricultural Method Statement  
          ACB18R      Reason B18
- 4      ACC07      Materials as set out in application  
          ACC07R      Reason C07
- 5      ACD02      Surface water drainage - no det. submitt  
          AED02R      Reason D02
- 6      ACH26      Repair to damaged roads  
          ACH26R      Reason H26
- 7      ACH32      Highway Drainage  
          ADH32R      Reason H32
- 8      ACI12      Obscure glazing (1 insert)      in the southern flank elevation  
          ACI12R      I12 reason (1 insert)      BE1
- 9      ACK01      Compliance with submitted plan

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

## INFORMATIVE(S)

- 1      You are advised that this application is considered to 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)). The Levy will appear as a Land Charge on the relevant land with immediate effect.

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.

- 2 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 groundwater. 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.

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

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

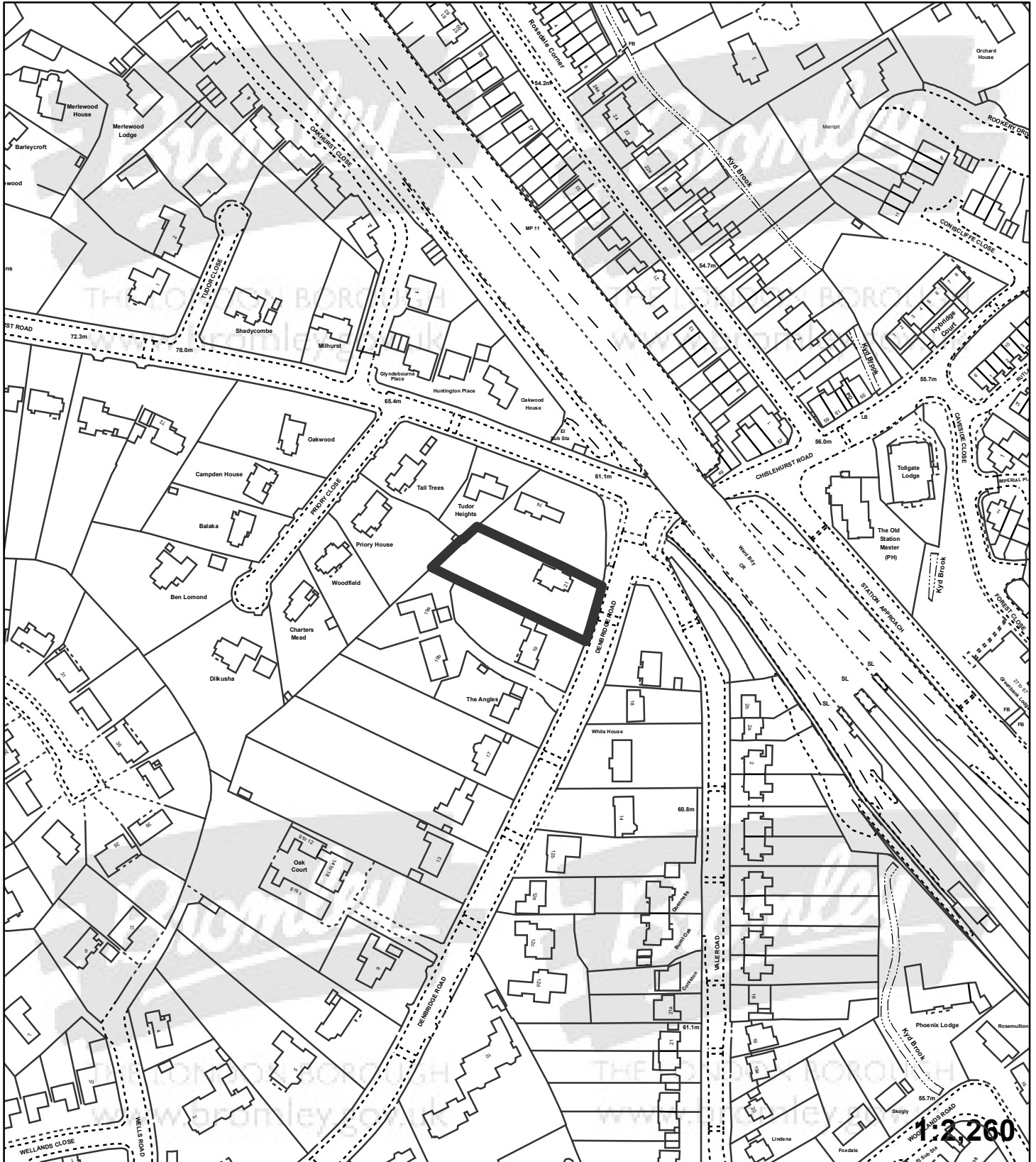
- 4 Denbridge Road is an un-adopted street and you are advised that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. Before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary to obtain the agreement of the owner(s) of the sub-soil upon which Denbridge Road is laid out.

- 5 The applicant is advised to contact the Local Planning Authority prior to fitting any ventilator in the plant room in order to ensure that there is no loss of amenity to neighbouring residents resulting from noise.

**Application:**14/01555/FULL1

**Address:** 21 Denbridge Road Bickley Bromley BR1 2AG

**Proposal:** Replacement three storey 6 bedroom detached dwelling with integral garage with accommodation above, refuse storage container and front boundary wall and gates to maximum height of 1.8 metres



"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 :** 14/01566/FULL1

**Ward:**  
**Bickley**

**Address :** Braeside Preparatory School 41 - 43  
Orchard Road Bromley BR1 2PR

**OS Grid Ref:** E: 541581 N: 169851

**Applicant :** Cognita Schools Ltd

**Objections :** YES

### **Description of Development:**

Replacement single storey library extension to main school building, replacement single storey classroom block and replacement single storey kindergarten classroom block

Key designations:

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

### **Proposal**

The proposal seeks a permanent planning permission for classroom buildings to replace the temporary ones at the western side of the site and the older buildings to the eastern side of the site, as follows:

- Permanent single storey replacement classroom building with mono-pitched roof
- permanent single storey replacement kindergarten building incorporating two mono-pitched roofs, one at either end and a central mono-pitch.
- replacement library extension to eastern side of main school building
- the classroom building would increase in floor area from the existing pre-fabricated building by 14 square metres
- the kindergarten building would increase in floor area from the existing timber building by 98 square metres and would include adequate toilet provision, storage and a lobby which the current building does not have

- the proposed library extension would measure the same length and width as existing and around 20cm higher, incorporating 3 x rooflights in the lean-to style roof
- the present school role is 350 pupils and there is no proposal to increase pupil or staff numbers.

### **Location**

- Braeside Preparatory School consists of a traditional brick main school building fronting Orchard Road, a single storey wooden building to the rear eastern side of the site for the Kindergarten and two linked single storey pre-fabricated classroom buildings to the western side approved under temporary permissions
- adjoining the western site boundary is a flatted development known as Rosewood Court
- adjoining the site to the east, directly adjacent to the site of the Kindergarten building are Nos. 3 and 6 Harton Close, while a number of houses in Edgeborough Way bound the site further to the north
- to the rear of the classroom and kindergarten buildings lies the school play facilities comprising tennis/sports courts and an open grassed area
- to the north-west of the site is Scotts Park Primary School which is designated as Metropolitan Open Land
- the site levels fall from east to west.

### **Comments from Local Residents**

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

- increase is to presumably cater for more pupils
- increase in traffic congestion
- rainwater runs into Rosewood Court and garages flooded
- school has cut down trees to erect temporary buildings
- significant increase in size of buildings
- could increase noise pollution
- overlooking and loss of visual amenity
- parking hazards

### **Comments from Consultees**

The Council's Highways Development Engineers have raised no objections on the basis that the proposed access or parking arrangements are not changing and no additional pupils are proposed.

The Council's Environmental Health Officer has raised no objections in principle.

The Council's Drainage Advisor has stated that surface water design needs to be carried out and SUDs measures need to be maximised on site. Soakage tests as well as soakaway design also need to be carried out.

Early Years support the application.

Thames Water have raised no objections.

The Metropolitan Police Designing out Crime Advisor has raised concerns that no information is provided with regard to Secure By Design (SBD) measures and a SBD condition should be attached to any grant of planning permission.

### **Planning Considerations**

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

- BE1 Design of New Development
- C1 Community Facilities
- C7 Educational and Pre-School Facilities
- T3 Parking
- T5 Access for People with Restricted Mobility
- T7 Cyclists
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

London Plan:

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.15 Reducing Noise and Enhancing Soundscapes

The National Planning Policy Framework 2012

### **Planning History**

The most relevant planning history is as follows:

83/00758 - Detached single storey building for use as classroom - PERMITTED

92/00942 - Demolition of lean-to extension and classroom and Erection of single storey detached building for classroom and single storey extension to existing classroom - PERMITTED

93/00203 - 3 storey link extension to rear 2nd floor link extension together with 2 front dormers and 2 rear dormers providing additional teaching accommodation in the roof space - PERMITTED

93/01071/DET - Car parking details pursuant to condition 4 of 93/00203 - PERMITTED

97/03212 - Single storey building to rear for kitchen and dining room together with additional hard surfaced playground together with associated 24 metre high chain link fence - REFUSED

97/03213 - Single storey rear extension and alterations to provide additional car parking spaces to forecourt - PERMITTED

98/03167 - First floor rear extension - PERMITTED

07/01068 - Provision of 2 single storey prefabricated classrooms buildings/covered walkway and erection of 2.4m high link fence enclosure to new tarmac playground adjacent to existing tennis courts - PERMITTED on the following condition:

The mobile classroom hereby permitted shall be removed and the land reinstated to its former condition on or before 30th June 2012

Reason: In order that the situation can be reconsidered in the light of the circumstances at that time and in the interests of the amenities of the area

12/01346 - Variation of condition 3 of permission 07/01068 to extend use of mobile classrooms for further 15 months - APPROVED on the following condition:

The use hereby permitted shall be discontinued and the land reinstated to its former condition on or before 30th September 2013.

Reason: In order that the situation can be reconsidered in the light of the circumstances at that time in the interest of the amenities of the area.

## **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 London Plan, at Policy 3.18, supports development proposals which "enhance education and skills provision... including new build, expansion of existing facilities or change of use to educational purposes" (London Plan, 2011).

The proposed classroom building would consolidate the two existing pre-fabricated buildings into one block and would occupy a similar position to those existing. The footprint of the proposal would be slightly larger than existing due to the building being wider at the southern end than the existing smaller block and, as a result, being situated slightly closer to flats 15, 17 and 19 Rosewood Court. A number of additional windows are proposed to the western elevation which would be within 4.5m (approx.) of the flank boundary with Rosewood Court. There are a number of flank windows at Rosewood Court which may be affected by the proposal, however, as these appear to serve bathrooms and high level windows serving living rooms, the impact on lighting, outlook and privacy is not considered to be unduly harmful,



particularly as there are already windows which face onto Rosewood Court in the existing building. In addition, landscaping is proposed along this site boundary.

The proposed building would have a mono-pitched roof measuring approximately 4.5 metres to the highest point (an increase of just over 1m). As the roof would be pitched away from the adjacent Rosewood Court, reducing to a height of around 2.7m on the western side, it is not considered that it would have a serious visual impact on the adjoining residents.

With regards to noise and disturbance, no statutory nuisance has been identified during the temporary building's 5 year existence and, as no increase in pupils is proposed, no significant noise or disturbance to neighbouring residents is expected.

The proposed kindergarten building would be substantially larger than existing due to additional toilet provision, storage space and a lobby being provided. The applicant states that the additional space is needed to meet OFSTED requirements and the Council's Education and Childcare Services Division support the proposal as it would "greatly improve the facilities for the Kindergarten". The building would be located on approximately the same footprint and on the same level as the existing building. It would incorporate two mono-pitched roofs, one at either end and a central mono-pitch. The maximum height would be around 5.2m. The minimum height of the roof adjacent to the boundary with No.6 Harton Close would be approximately 4.6m (an increase from 3.7m as existing). The building would be separated from the dwellinghouse at No.6 by a minimum of approximately 7 metres and would be no closer to the party boundary than the existing building. As No.6 is situated on an elevated position to the application site, Members may consider that the proposed increase in height of the building would not lead to a significant loss of light or visual amenity for the adjacent occupiers.

The proposed library building would be a like for like replacement of an existing timber building in a brick and tile finish with rooflights. As it would occupy the same footprint as the existing building with a similar height, the impact on the amenities of the adjacent 3 Harton Close would not be significant.

Concerns have also been received from a number of residents in Rosewood Court regarding surface water run-off from the temporary building causing flooding at this neighbouring site. As such surface water design needs to be carried out and Sustainable Urban Drainage measures need to be maximised on site. A condition is recommended to this effect.

There is not considered to be a significant impact on the two trees centrally located at the site, which are positioned within a retaining wall.

From a highways perspective, there would be no increase in staff or pupil numbers at the school and the impact on road safety in the area would therefore be insignificant. It is likely that the existing cycle store, currently located adjacent to the western flank boundary, would have to be re-located due to the enlargement of the classroom block. A condition requiring details of a new storage area is therefore recommended.

Overall, it is considered that the proposals would be in keeping with the scale, form and layout of the school and would respect the amenities of the occupiers of adjacent buildings. Furthermore, there would be no increase in pupil numbers so the impact on parking and highways safety would be minimal. As the application is fully supported by the Education and Early Years Department and given the Mayor of London's support for development proposals which enhance education and skills provision, Members may therefore be minded to grant permission.

Background papers referred to during production of this report comprise all correspondence on the file ref.14/01566 set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
ACA01R      A01 Reason 3 years
- 2      ACA04      Landscaping Scheme - full app no details  
ACA04R      Reason A04
- 3      ACC07      Materials as set out in application  
ACC07R      Reason C07
- 4      ACD02      Surface water drainage - no det. submitt  
AED02R      Reason D02
- 5      ACH03      Satisfactory parking - full application  
ACH03R      Reason H03
- 6      ACH16      Hardstanding for wash-down facilities  
ACH16R      Reason H16
- 7      ACH22      Bicycle Parking  
ACH22R      Reason H22
- 8      ACH29      Construction Management Plan  
ACH29R      Reason H29
- 9      ACI21      Secured By Design  
ACI21R      I21 reason
- 10     ACK01      Compliance with submitted plan

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the character and appearance of the area and the residential amenities of the area.

- 11     No additional children shall attend the school without the prior approval in writing of the Local Planning Authority.

**Reason:** In order to comply with Policies BE1, C7 and T18 of the Unitary Development Plan and in the interest of residential amenities and highways safety.

### **INFORMATIVE(S)**

- 1      Before works commence, 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.

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

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

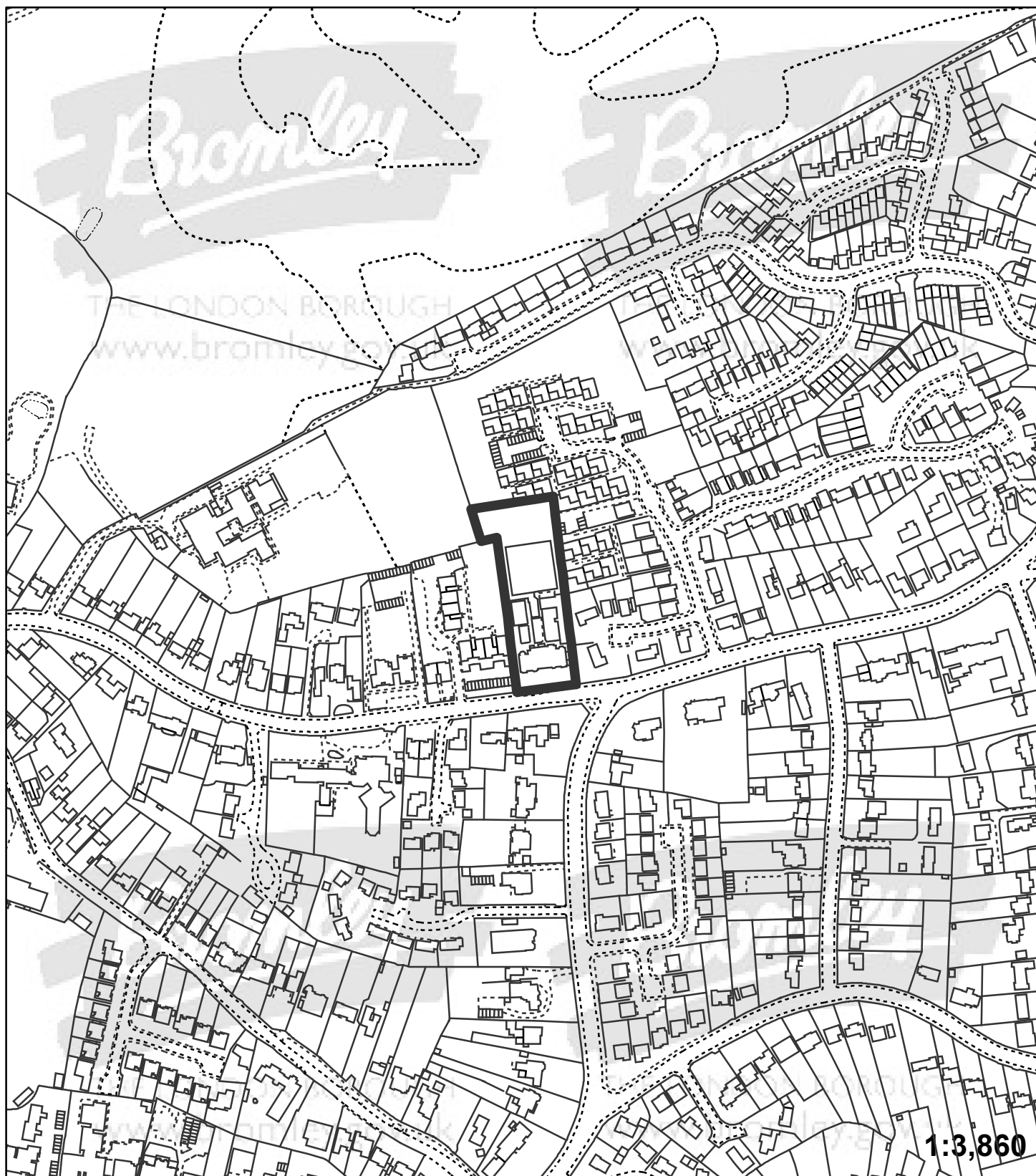
3 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. 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.

**Application:**14/01566/FULL1

**Address:** Braeside Preparatory School 41 - 43 Orchard Road Bromley  
BR1 2PR

**Proposal:** Replacement single storey library extension to main school building, replacement single storey classroom block and replacement single storey kindergarten classroom block



"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 :** 14/01636/FULL1

**Ward:**  
Kelsey And Eden Park

**Address :** Harris Academy Beckenham Manor Way  
Beckenham BR3 3SJ

**OS Grid Ref:** E: 537430 N: 168596

**Applicant :** Harris Federation

**Objections :** YES

### **Description of Development:**

Erection of 3 temporary buildings to provide primary school accommodation for 2 forms in 2014/15 and 2 forms in 2015/16 plus staff support, together with associated hardstanding and landscaping works and 2 car parking spaces

Key designations:

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

### **Proposal**

Planning permission is sought for the erection of 3 single storey temporary buildings and canopy to provide temporary primary school accommodation for 2 forms in 2014-2015 and 2 further forms in 2015-2016. 82 on-site car parking spaces will also be provided to meet existing and proposed demand for staff parking.

An application for a new permanent free school has not yet been received and will be considered on its merits in due course.

The current application will result in the provision of temporary teaching space for up to 120 children by September 2015.

The site is designated Urban Open Space (UOS) and lies adjacent to Manor Way Conservation Area.

The buildings will be located on the eastern side of the site to the rear of Nos. 88 and 90 Manor Way. At present this area is used partly for staff car parking and partly landscaping. The proposal comprises:

- 2 modular teaching buildings that measure 9.1m deep by 18.3m wide by 3.5m high. The closest building will be 19m from the boundary fence with Nos. 88 and 90 Manor Way.
- 1 administration building which measures 6.1m deep by 9.7m wide by 3.5m high.
- The admin building and 1 classroom building will be linked by a canopy.
- Relocation of existing planters and use of existing hardstanding areas for playground space.
- There will be 7 staff for year one and 12 staff for year two, comprising full time, part time and support staff.
- The proposal involves the loss of 14 existing on site car parking spaces used by the senior school. A total of 82 on-site car parking spaces will be re-provided.
- The proposed scheme will not require the removal of any of the existing trees.

The applicant has submitted the following detailed reports to support the application: Planning Statement, Transport Statement, Travel Plan, Arboricultural Implications Report and Ecological Appraisal. An amended Transport Statement has been submitted to identify measures to mitigate the loss of existing staff car parking spaces and the provision of replacement spaces and additional spaces for new teaching staff.

The Planning Statement and covering letter advises that:

- For the academic year 2014/2015 there is a moderate shortfall in the supply of places, rising to severe for subsequent years.
- Following a review of suitable and available sites in the borough the site has been selected to provide temporary accommodation for up to 120 pupils. Places have been offered on this site and if permission is not granted these children will need to be reallocated to other schools.
- The loss of Urban Open Space is offset by the community benefit of the school, the temporary nature of the loss of UOS, the small scale nature of the development, the location of the buildings and playspace on mainly existing hardstanding areas, the retention of all existing trees on the application site, provision of tree protection measures for the 2 year lifespan of the use of the site, the return of the site to open space upon removal of the temporary buildings.
- Pupils will be dropped off and picked up outside the entrance along Manor Way. Parking and traffic surveys have concluded that there is sufficient capacity on the existing local network to accommodate anticipated parking demands during both morning and afternoon peak periods. A draft School Travel Plan for the primary school has been submitted.
- The Ecological Appraisal notes that the site has a low biodiversity and hedgerows and trees will be undisturbed to protect nesting birds.

## **Location**

Harris Beckenham School Is located on the west side of Manor Way and is bounded on all sides by residential properties in Kelsey Road, Kelsey Way, Village Way, Manor Way and Stone Park Avenue. The area is primarily residential in character. Beyond properties in Manor Way opposite the school is Kelsey Park. There are entrances to the Park in Manor Way and Stone Park Avenue. There are no restricted parking measures in place at this point along Manor Way.

### **Comments from Local Residents**

Nearby properties were notified and representations have been received from residents. In addition a letter has been received from the Kelsey Estate Protection Association (KEPA) dated May 23rd 2014. By letter dated June 11th 2014, the applicant has responded to the above letter from KEPA and KEPA have responded to this by email dated June 23rd 2014. The correspondence trail is summarised below and includes many of the concerns raised by other residents.

One letter of support has been received.

Residents have been reconsulted on revised plans showing changes to the parking provision, a revised Transport Assessment and the repositioning of the proposed building and additional representations will be reported verbally.

1. Failure to discharge the statutory consultation requirements in the Academies Act 2010 for new schools

KEPA - S10 of the Academies Act 2010 requires the relevant Trust to undertake consultation with persons as the person thinks appropriate on whether the proposed school should enter into funding arrangements with the Secretary of State. The consultation process should be thorough and transparent, the results published and a report submitted to the Department for Education. The Trustees claim to have sent out 16,000 consultation flyers in the area but none of the residents of Kelsey or Manor Way nor KEPA received any consultation document. The 22 formal responses to the consultation are all positive, with no negative responses recorded and this low number is not statistically significant. The Trustees had decided on the site of Harris Academy for the new primary school but did not include reference to the site when the consultation took place and there is legal precedent that the consultation should be run again once the site is identified - this has not been done. Therefore the Trustees have not met the regulatory requirements. The pre-planning consultation carried out in early 2014 does not replace the S10 process. KEEPA request the Trustees carry out a transparent and rigorous consultation of residents in Manor Way.

APPLICANT RESPONSE - This is not a planning matter and is a separate process. It is not for LB Bromley to require the Trustees to carry out consultation in a particular way but for the Secretary of State to assure himself that the Trust is taking its legal responsibilities seriously in this respect. The applicant considers that they have carried out consultation in accordance with the regulatory requirements.

KEPA response - The S10 consultation is a wider statutory duty to consult which sits above the Local Plan and which the Planning Authority must be cognisant.

2. Unproven demand for primary school places in the local area (Planning Area 2)

KEPA - Council report to Education Policy Development and Scrutiny Committee in September 2013 shows a surplus of 46 places for 2014-15 and no deficit over the 15 projection span for the local wards, including Kelsey (Planning Area 2). There is a shortage in the wards including Crystal Palace, Penge & Cator and Clockhouse (Planning Area 1) and recommendations to seek an increase in places in other schools in both Planning Areas means that the surplus in Kelsey area will even greater - this includes an allowance for parental choice. The current proposal seeks to meet the demand of an area which does not include the Kelsey ward and this will attract more vehicles, congestion and pollution contrary to UDP policies in this respect. Harris Beckenham should find places for pupils in the catchment area where the deficit occurs.

APPLICANT RESPONSE - there is strong evidence of demand with 2 applications for every place at the proposed school and expects a waiting list in September and increased demand once the school is operational. The proposed spaces are part of the Council's pupil place planning programme and the DfE undertook a thorough search for sites and Harris Beckenham was considered the only available, accessible and deliverable site in the right location for the school catchment.

KEPA RESPONSE - the applicant has not answered the question, has not denied that there is no deficit in the local area, has not provided evidence of parental demand and has not provided the list of shortlisted alternative sites. Remain of the view that the deficit is elsewhere and should not be met at Harris as there are sites available elsewhere.

3. Non compliance with UDP policies and guidance

- Transport and Highways issues: Policies C1 - Sustainable Modes of Transport, C7 - Education and Pre-school facilities, T2 - Assessment of Transport Effects, T15 - Traffic Management, T18 - Road Safety and Safeguarding and Access

KEPA - lack of public transport and distance of pupils from the school will result in more car journeys. Impact of car parking in Manor Way for Kelsey Park has been ignored and the methodology used to identify available spaces is crude and incorrect. The study found a capacity of 233 spaces, KEPA found 144 spaces. Study found 177 free spaces and KEPA found 88. Study was done midwinter when the parking stress was lowest.

KEPA has assessed the need for parking based on a fully operational 420 place school and assert 46% car use by parents is too low but even on this figure the demand for spaces is 193 which exceeds the applicants available number of spaces. On their figures KEPA assert the demand will be 349 for 72 spaces.



The use of the Manor Way access only will compromise pedestrian safety and increase the safeguarding risk for children. A previous access point along Kelsey Way, that was used by the school but closed, and 2 lanes from Village Way should be considered to take pressure from the area around the school gates. The stagger times for drop off and pick up are not sufficiently spaced apart and will not control demand for parking.

APPLICANTS RESPONSE - there are bus stops in close proximity, after school clubs will help spread arrival and departure times, the School Travel Plan will encourage sustainable transport options for teachers and pupils, the parking assessment was carried out by experienced third party specialists using an agreed methodology. The study shows significant spare on-street resource for both resident use, further development of the school and from other users including seasonal variations in demand. There have been no accidents within the vicinity of the school access, on Manor Way, on Kelsey Way or within 300m north of the school access within the last 5 years.

KEPA RESPONSE - the applicant has not addressed the issues raised and repeated the conclusions of their flawed study. The study should be mindful of the intention to establish a new 2 form entry school from Reception to Year 6.

- Design and Conservation Area Issues: Policies BE1 - Design of New Development, BE11 and BE13 - Conservation Areas and Adjacent Areas

KEPA - houses and gardens in Manor Way are in a conservation area and the temporary buildings will sit adjacent to the rear gardens. Loss of amenity including noise, natural light, evening light pollution and construction plus increase traffic, parking, congestion and resultant pollution and noise will affect amenities of all residents in Manor Way

Site is not in CA but the access to the site is which means part of the development is in a conservation area so the above concerns will have an adverse impact on the conservation area.

APPLICANTS RESPONSE - the proposal of an additional 120 children will not impact on the amenities of residents in the way described by KEPA as there is significant screening and distance between the site and its neighbours. The impact of the larger permanent school should be assessed when this application is submitted. The access is an existing access and there will be no impact on the conservation area from its use by the temporary classroom accommodation.

KEPA RESPONSE - the applicants interpretation of the objection is wrong. The access is to be configured and this is development. The connection of the site to Manor Way via an access which is in the conservation area makes it part of the conservation area so consideration of the impact of development is appropriate.

- Other comments from residents not covered by the original KEPA submission

This application is premature given the plans for a larger school that have not been considered. Granting permission for this development will establish the principle that this site is appropriate for a far bigger school

### **Comments from Consultees**

The Council's Highways Officer raises no objection subject to recommended conditions.

The Council's Drainage Officer raises no objection.

The Council's Environmental Health Officer raises no objection.

### **Planning Considerations**

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

- T2 Assessment of Transport Effects
- T3 Parking
- T15 Traffic Management
- T18 Road Safety
- BE1 Design of New Development
- BE11 Conservation Areas
- BE13 Development Adjacent to a Conservation Area
- G8 Urban Open Space
- C1 Community Facilities
- C7 Educational and Pre School Facilities

A consultation on draft Local Plan policies was undertaken early in 2014 and will be a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

In strategic terms the most relevant London Plan policies are:

#### **3.18 Education Facilities**

Draft Alterations to the London Plan have been published and consultation undertaken. An Examination in Public is scheduled to commence in September 2014.

The National Planning Policy Framework 2012 (NPPF) is also relevant, particularly paragraphs 72 (education) and 216 (status of emerging policies).

From an arboricultural point of view no trees will be lost as a result of the development. Conditions are recommended to secure protection for the trees during construction and for the duration of the temporary use.

From a heritage and design point of view it would generally be considered wholly exceptional that an increase in traffic would have such an impact on the character

and appearance of a conservation area and such matters should normally be dealt with under more general planning policies and advice from the Council's Highways Officer. In this instance it is considered that the school is a well established part of the area and any increase in traffic should be dealt with through a transport plan and any other mitigation measures. It is considered that the proposal would not conflict with the character and appearance of the area.

The proposal is largely screened by trees within the application site and whilst the site may be visible from some rear gardens of Manor Way it is considered that this would not cause harm or detract from important views into and out of the conservation area.

## **Planning History**

The site has been the subject of numerous previous applications, the most relevant of which is for the erection of a detached building for an indoor basketball court that was granted permission in April 2010 and has been completed (ref 10/00154)

## **Conclusions**

The main issues to be considered are set out below.

1. The need for the temporary classroom accommodation in this location

The UDP Policy C7, London Plan Policy 3.18 and paragraph 72 of the National Planning Policy Framework set out requirements for the provision of new schools and school places.

The NPPF, para 72 states that:

The Government attaches great importance that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the choice in education. They should:

- Give great weight to the need to create, expand or alter schools; and
- Work with schools promoters to identify and resolve key planning issues before applications are submitted

In addition to the importance placed on the need to meet the provision of school places by planning policies, it is necessary to consider the assessment of local provision of school places.

At the Education Policy and Scrutiny Committee held on September 17th 2013, numerous reports were submitted setting out details of the future provision of primary education in the borough. The need for additional primary school places in the borough in 2014-15, and in future years, has been identified in this suite of reports.

The details of the expansion of existing schools and/or the provision of new schools has also been identified. The report advises that the Secretary of State for Education has identified Harris Beckenham as providers for the provision of a new permanent primary free school, although that process did not specifically identify a site. Members should note that the process that was undertaken to reach this decision is not a planning matter and the concerns raised about the process by which this decision has been reached are not within the planning legislation or remit to rectify.

The concerns raised about the provision of accommodation to meet the current need appear to relate largely to the proposal for a permanent new school on this site rather than disputing the need for immediate temporary accommodation in the borough. At this time, planning permission is not being sought for a permanent primary Free School for 420 pupils. This application will be submitted in due course and will be considered on its merits and within the context of the developing need for school places .

The current application seeks planning permission for temporary accommodation for 4 forms by September 2014. This application seeks to meet immediate existing demand for school places over the next 2 years and should be considered on its merits as such. The cessation of the use and removal of the buildings and reinstatement of the site can be secured by the condition recommended below.

It is considered that the need for temporary accommodation has been demonstrated through the reports submitted to the Education PDS and in the applicants Planning Statement which illustrates the increasing numbers of reception children across the Borough, including education planning area 2, which the site falls within, and the nearby education planning area 1.

2. The impact of the proposal on the designated Urban Open Space (UOS).

Policy G8 of the UDP permits built development on Urban Open Space where it is related to the existing use, is small scale and supports the outdoor recreational uses or children's play facilities on site and any replacement buildings do not exceed the site coverage of existing development on the site.

Draft Policy 6.5 of the emerging Local Plan defines existing school sites as 'Education Land.'

Draft Policy 6.6 indicates that the Council will support proposals for new education facilities, looking first at opportunities to maximise the use of existing Education Land and where new sites are required they will be permitted unless demonstrable negative local impacts which substantially outweigh the need for additional education provision which cannot be addressed through use of appropriate conditions or obligations subject to:

- i) open space and conservation policies,
- ii) the need for provision locally
- iii) highway safety, and  
the accessibility of the site by means of transport other than the car.

In all cases new building should be sensitively designed to minimise the loss of open space and the impact of the development, seeking to secure as far as possible the privacy and amenities of any adjoining properties, whilst delivering the necessary educational infrastructure.

It should be noted that this emerging policy reflects the wording of the current London Plan policy 3.18 and NPPF paragraph 72 (referred to below). Paragraph 216 of the NPPF enables due weight to be given to emerging policies depending on their degree of consistency with the policies in the Framework. In this instance it is considered that there is significant compliance with existing policies and so greater weight can be given to the emerging policy.

The proposal is related to the existing use in that it expands the existing educational use of the site. The proposed buildings are located on a grass verge and car parking area and away from the main area of the UOS and are considered to be small scale in nature. They are also located close to the existing 3 storey senior school building.

The existing and emerging policies relating to UOS support the provision of new education facilities on UOS unless there are demonstrable negative local impacts. Therefore it is considered that the proposed development meets the requirements of the UOS policy.

3. The impact of the temporary classrooms on the local roads in terms of traffic generation, parking, highway safety, pedestrian safety.

The applicant has submitted a Transport Statement (TS) which sets out details of the highway, traffic and parking implications of the scheme.

In terms of parking, the TS advises that the number of staff required for the full operation of the proposed temporary buildings is 12. It is estimated that this will generate demand for 7 car parking spaces for the new use. There are up to 75 cars currently parking on the site utilising 50 marked car parking spaces with overspill around the site. A total of 14 existing spaces will be lost as a result of the development.

The applicant has now provided plans which show that on-site car parking for all of the existing and proposed cars can be achieved. Therefore there will not be any increase in demand for on-street parking from new or existing staff.

With regard to vehicular trips for pupil drop off and pick up the Transport Statement indicates that, in the worst case scenario, there will be an additional 52 vehicle trips for pupil pick up and drop off. This application is not considering the impact of the parking from a fully operational permanent new school. The TS goes on to demonstrate that there is sufficient on street parking capacity to accommodate this number of vehicles over the hours of 8-9am and 3-4pm when there will be staggered pick up and drop off times. It is not anticipated that there will be significant queuing along Manor Way as a result of the development or a detrimental impact on the junction of Manor Way and Stone Park Avenue.

On this basis it is considered that there will not be a significant adverse impact from the provision of 4 form temporary primary school accommodation on the free flow of traffic along Manor Way or on the current level of parking spaces available for residents and other visitors to Manor Way.

#### 4. The impact on the amenities of residents

The proposed buildings and playground will be located at the rear of Nos. 88 and 90 Manor Way. Revised plans have been received which show the building set back a further 1m from the rear boundary of these properties than the original submission. Therefore the closest edge of the new building will be approximately 19m from this boundary. The existing houses directly to the rear of the site have a separation to the boundary of approximately 38m. Therefore the total separation between the proposed buildings and the rear of these properties in Manor Way is 57m. There are also several trees which help screen the boundary, although this is more so in the summer than the winter.

In terms of access to natural light, evening light pollution and building work, the proposed use forms part of an existing school and it is considered that the impact of some additional evening activity and on the natural light of residents will not cause undue harm given the low level nature of the single storey buildings and the separation between the proposed buildings and the nearby houses.

It is recognised that there will be some noise generated by the use of the playground. However the site is already in school use and pupils have access to this part of the site. In addition the proposal is for a temporary use so the provision of a playground in this location is not envisaged to be long term.

Taking all of the above into account it is considered that whilst there will be additional activity relating to the use this will not have a significantly harmful impact on the amenities of nearby residents and is considered to be acceptable.

#### 5. The impact on the character and appearance of the Manor Way Conservation Area

The proposed buildings are located adjacent to the boundary and to this extent the proposal must be considered against Policy BE13 of the UDP. This requires development proposals adjacent to a conservation area to preserve or enhance its setting and not detract from views into or out of the area. In this case the proposal is single storey, is set back some distance from the boundary with the conservation area and there is screening within the site. For the above reasons, it is considered that the proposal would not cause harm or detract from important views into and out of the conservation area.

The school driveway and Manor Way lie within the Manor Way Conservation Area and Policy BE11 expects development to respect and complement the layout, form and materials of existing buildings, respect and incorporate existing landscape and other features that contribute to the character and appearance of the CA and ensure that the level of traffic, parking and servicing or noise generated by the proposal will not detract from the character of the area.

Concerns have been raised by residents that the intensification of the use of the access driveway and the additional vehicle movements in Manor Way for pick up and drop off would result in congestion, noise and pollution and degrade the conservation area.

The revised plans show that staff parking will be almost exclusively contained within the site. There will be additional traffic generated by drop off and pick up.

In terms of the impact on the conservation area, it would be generally considered wholly exceptional that an increase in traffic would have such an impact as to cause significant harm to the character and appearance of the conservation area. In this case it is considered that the volume of increased traffic for this temporary accommodation would not detract from the character and appearance of the conservation area.

### Summary

Taking account of the demonstrated need for primary pupil places in the borough for September 2014, the compliance with policy in relation to the designated Urban Open Space, the provision that has been made to accommodate existing and proposed staff parking, the assessment of the impact of additional cars related to the temporary use during the pupil drop off and pick up times, the limited impact of the use on the amenities of local residents and the character and appearance of the Manor Way Conservation Area, it is considered that the proposal is acceptable subject to recommended conditions.

Background papers referred to during the production of this report comprise all correspondence on file ref. 14/01636, excluding exempt information.

as amended by documents received on 03.04.2014 23.05.2014 27.06.2014 04.07.2014

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACA05  | Landscaping scheme - implementation      |
|   | ACA05R | Reason A05                               |
| 3 | ACA07  | Boundary enclosure - no detail submitted |
|   | ACA07R | Reason A07                               |
| 4 | ACB01  | Trees to be retained during building op. |
|   | ACB01R | Reason B01                               |
| 5 | ACB02  | Trees - protective fencing               |
|   | ACB02R | Reason B02                               |
| 6 | ACB13  | Trees - excavation by hand (a)           |
|   | ACB13R | Reason B13                               |
| 7 | ACB15  | Trees - details of access/parking        |
|   | ACB15R | Reason B15                               |

- |    |        |  |
|----|--------|--|
| 8  | ACC07  | Materials as set out in application  |
|    | ACC07R | Reason C07   |
| 9  | ACD02  | Surface water drainage - no det. submitt   |
|    | AED02R | Reason D02   |
| 10 | ACH03  | Satisfactory parking - full application  |
|    | ACH03R | Reason H03   |
| 11 | ACH04  | Size of parking bays/garages   |
|    | ACH04R | Reason H04   |
| 12 | ACH16  | Hardstanding for wash-down facilities  |
|    | ACH16R | Reason H16   |
| 13 | ACH22  | Bicycle Parking  |
|    | ACH22R | Reason H22   |
| 14 | ACH28  | Car park management  |
|    | ACH28R | Reason H28   |
| 15 | ACH29  | Construction Management Plan   |
|    | ACH29R | Reason H29   |
| 16 | ACK01  | Compliance with submitted plan   |
|    | ACC01R | Reason C01   |
| 17 |        | The buildings hereby permitted shall be removed from the site and the permitted use shall cease on or before July 17th 2014 and the site shall be reinstated in accordance with details to be submitted to and approved by the Local Planning Authority within 3 months of the removal of the buildings. |
|    | ACE01R | Reason E01   |

#### INFORMATIVE(S)

- 1 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.

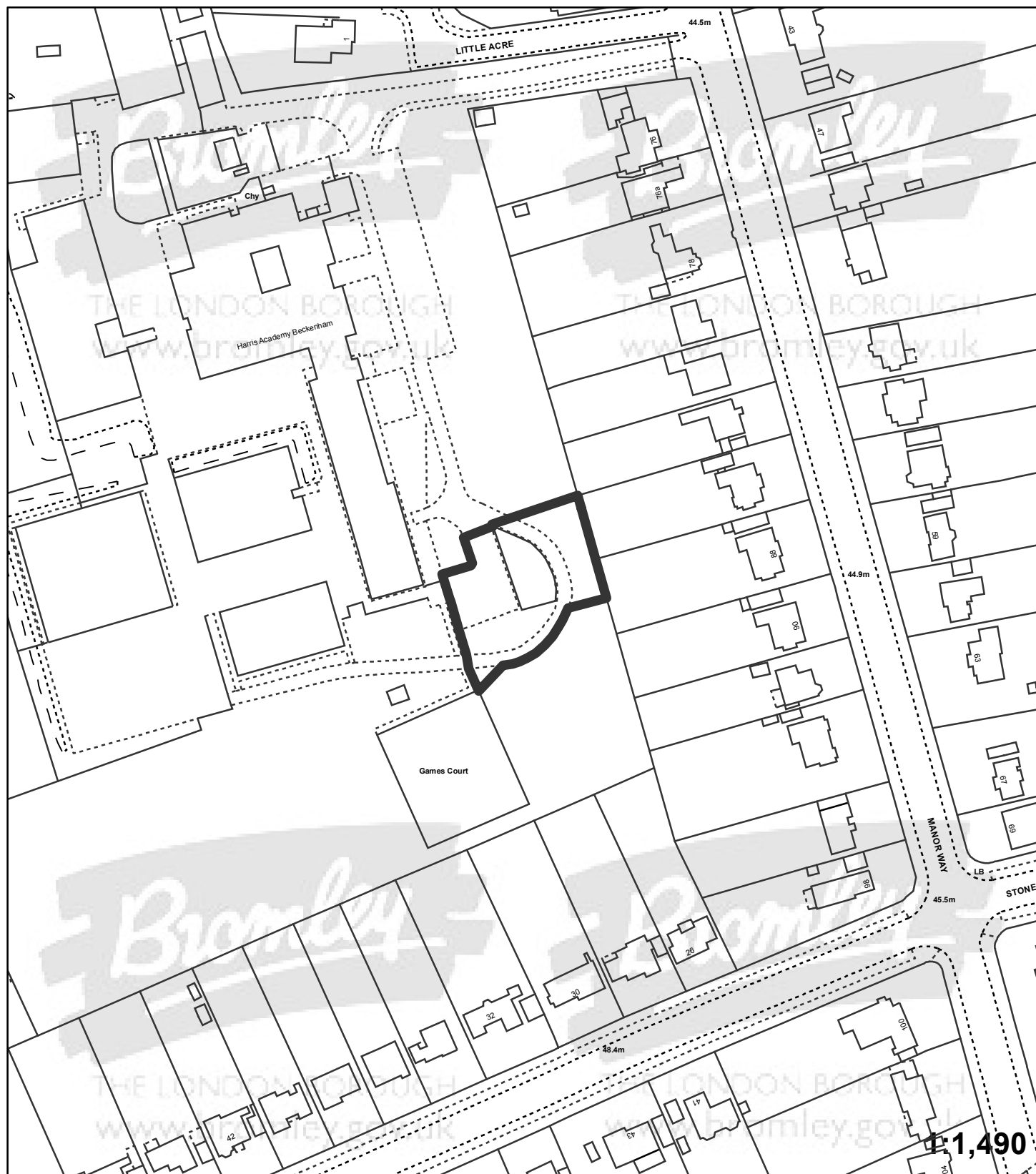
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)



**Application:**14/01636/FULL1

**Address:** Harris Academy Beckenham Manor Way Beckenham BR3 3SJ

**Proposal:** Erection of 3 temporary buildings to provide primary school accommodation for 2 forms in 2014/15 and 2 games court in 2015/16 plus staff support, together with associated hardstanding and landscaping works and 2 car parking spaces



"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 :** 14/01747/FULL1

**Ward:**  
**Chelsfield And Pratts  
Bottom**

**Address :** Eastern House Clarence Court  
Rushmore Hill Orpington BR6 7LZ

**OS Grid Ref:** E: 547191 N: 162677

**Applicant :** Andrew Fryatt

**Objections :** YES

### **Description of Development:**

Single storey side extension to provide car parking and archive store and rearrangement of car parking layout.

Key designations:

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

### **Proposal**

Planning permission is sought for a single storey side extension to provide car parking and archive store and rearrangement of car parking layout. The application follows a recent refusal for a two storey scheme under ref. 14/00060.

The proposed building would have a width of approx. 11m at ground floor level and a maximum depth of 9.5m. The roof will have a maximum height of 4.5m with a pitched roof.

Two garages car parking spaces would be provided at ground floor level (in place of existing spaces) and additional single storey garaging would be provided to the side of the building with decking above. The Agent has confirmed that the decked area will be used by No. 9 and 10 Ethel Terrace. The existing parking layout will be re-arranged resulting in a total of 7 spaces for the office use and 4 for the residential properties. The structure surrounding the revised parking layout will be approximately 2.7m in height with a flat roof with sedum planting.

### **Location**

The application site is located on the eastern side of Rushmore Hill, comprising a piece of land to the east of Clarence Court/Connect House, which is currently used as car parking/garaging, and falls within Flood Zones 2 and 3. To the south are dwellings on land at Ethel Terrace.

### **Comments from Local Residents**

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

- houses are unoccupied
- they are an eyesore to residents in Ethel Terrace
- lack of maintenance
- proposal will make properties inaccessible
- applicant has failed to follow planning guidance for two 'garages' which should not have doors or roof
- site frequently surrounded by traffic
- believe that properties will eventually become further office space for Clarence Court
- plans are unclear- show path/drive and hash pattern at rear of properties
- use of gardens and properties are unclear

### **Comments from Consultees**

Drainage- no objections in principle subject to suggested condition

Highways- no objections in principle

### **Planning Considerations**

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

BE1 Design of New Development  
T3 Parking  
T18 Road Safety  
G6 Land Adjoining Green Belt Or Metropolitan Open Land  
EMP2 Office Development  
EMP6 Development Outside Business Areas

London Plan Policy 5.12 (Flood Risk Management)  
London Plan Policy 5.13 (Sustainable Drainage)

The National Planning Policy Framework is also a consideration.

### **Planning History**

There is extensive planning history relating to the application site. The following recent applications are considered to be of relevance to this case:

06/03312 - application permitted for change of use of garages to offices (Class B1) plus additional car parking at rear of No. 7 Sevenoaks Road.

07/01477 - application refused for amendment to parking spaces permitted as above to form garages as retaining wall. The main concerns related to the provision of garages and the possibility that they would not be utilised as parking spaces, the height and bulk of the garaging and the impact of the loss of a landscaped area to the setting of the development.

08/01126 - application refused for amendment to parking spaces permitted as 06/03312, to provide garages as retaining wall. The main concern related to the provision of the garages and the possibility that they would not be used as parking spaces.

08/02066 - planning permission granted for an amendment to 06/03312 to form garages as retaining wall.

09/00242/RECON - permission refused for removal of condition 4 (no doors shall be fitted to the garages) of permission granted under ref. 08/02066.

09/02155 - planning permission refused for a two storey office building attached to Clarence court, with 9 car parking spaces. The reasons for refusal were as follows:

"The erection of a two storey extension to Unit E, Connect House, by reason of its size, siting and design would appear incongruous and out of character with the existing building and contrary to the visual amenities of the surrounding area thus contrary to Policy BE1 of the Unitary Development Plan.

In the absence of sufficient information to the contrary, the proposed development is lacking in adequate on-site car parking provision which is likely to result in an undue increase in on-street parking demand in the vicinity and in manoeuvring inconvenient to road users and prejudicial to the safety and free flow of traffic, contrary to Policies T3 and T18 of the Unitary Development Plan."

Also of relevance is the grant of permission given at appeal for 2 houses on land at Ethel Terrace under LBB ref. 10/01668/FULL1, which adjoins the application site to the rear. This permission has been implemented.

Planning permission was refused under ref. 11/02391 for a two storey office building (Class B1) adjoining rear of Clarence Court with associated garages and parking. The refusal grounds were as follows:

"The proposed two storey office building, by reason of its height and proximity to the rear boundary of the newly constructed dwellings to the rear on land at Ethel Terrace, would be likely to appear overbearing and result in an unacceptable visual impact and loss of prospect to these properties, detrimental to the amenities that future occupiers of these properties could

reasonably expect to enjoy, contrary to Policy BE1 of the Unitary Development Plan."

Most recently, planning permission was refused under ref. 14/00060 for a two storey side extension to provide ground floor car parking at first floor additional office space with re-arrangement of car parking layout to provide one additional space. The application was refused on the following basis:

"The proposed two storey office building, by reason of its height and proximity to the rear boundary of the newly constructed dwellings to the rear on land at Ethel Terrace, would be likely to appear overbearing and result in an unacceptable visual impact and loss of prospect to these properties, detrimental to the amenities that future occupiers of these properties could reasonably expect to enjoy, contrary to Policy BE1 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.

The current application seeks to overcome concerns raised in the recently refused application by reducing the proposed building from two storey to single storey. Members may consider that the reduction in the proposed height would result in a better relationship between the proposal and the newly constructed properties in Ethel Terrace.

The application also includes a decked area above the proposed garages to the rear of the new properties in Ethel Terrace and the Agent has confirmed that this area will be used for future occupiers of the residential properties.

With regard to the proposed changes to the parking layout, a single storey structure is proposed to enclose these spaces. The Council's Highways engineer has not raised objections to the changes and the structure is considered to be in-keeping with the nearby development.

Having had regard to the above Members may consider that the siting, size and design of the proposed extension 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 the files refs. 14/01747 and 14/00060 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

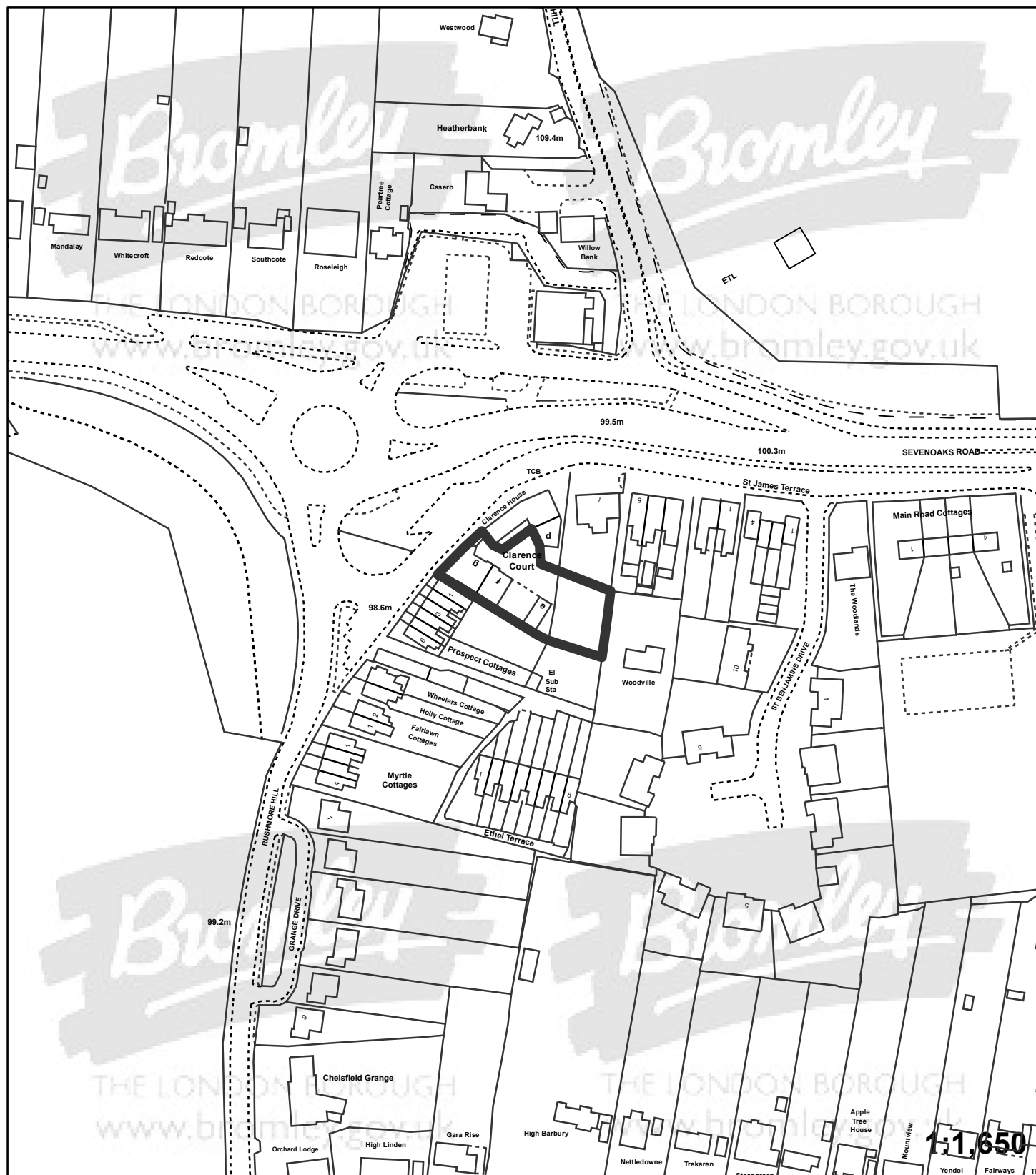
Subject to the following conditions:

- 1     ACA01       Commencement of development within 3 yrs
- ACA01R     A01 Reason 3 years
- 2     ACA04       Landscaping Scheme - full app no details
- ACA04R     Reason A04
- 3     ACC04       Matching materials
- ACC04R     Reason C04
- 4     ACD02       Surface water drainage - no det. submitt
- AED02R     Reason D02
- 5     ACH03       Satisfactory parking - full application
- ACH03R     Reason H03
- 6     The proposed decking will be used only in connection with the residential  
      properties at No.9 and 10 Ethel Terrace and for no other reason unless  
      otherwise agreed in writing by the Local Planning Authority.
- ACI14R     I14 reason (1 insert)   BE1
- 7     ACK01       Compliance with submitted plan
- ACK05R     K05 reason

**Application:**14/01747/FULL1

**Address:** Eastern House Clarence Court Rushmore Hill Orpington BR6 7LZ

**Proposal:** Single storey side extension to provide car parking and archive store and rearrangement of car parking layout.



"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 :** 14/01976/FULL6

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

**Address :** 70 Park Road Bromley BR1 3HP

**OS Grid Ref:** E: 540874 N: 169697

**Applicant :** James Gore

**Objections :** NO

### **Description of Development:**

Part one/two storey rear extension

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Local Cycle Network  
Local Cycle Network  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Open Space Deficiency

### **Proposal**

The application seeks to erect a part one/part two storey rear extension at lower and upper ground floor levels. The proposal would involve the removal of an existing lower ground floor projection and the widening and squaring-off of the existing two storey projection whilst having a set-back from the flank elevation of 1.05m. The addition of a flank window to the main dwelling is proposed at upper ground floor level.

The application proposes an amended scheme to that recently granted permission (ref. 14/00195) by increasing the height of the rear extension from 4.5m to 4.9m and increasing the stepping-in of the first floor element from 0.95m to 1.05m.

### **Location**

The application property is a semi-detached property located on the southern aspect of Park Road. The host property is currently in use as a single dwelling. The application site is not within a designated conservation area and the property is not listed.

### **Comments from Local Residents**

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

### **Comments from Consultees**

No internal or external consultation required.

### **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

The following Council adopted SPG guidance is also a consideration:

Supplementary Planning Guidance 1 General Design Guidance  
Supplementary Planning Guidance 2 Residential Design Principles

The above policies are considered consistent with the objectives and principles of the NPPF.

### **Planning History**

December 2013: Planning permission (ref. 13/03020) allowed on appeal for erection of a two storey rear extension.

April 2014: Planning permission (ref. 14/00195) granted for part one/two storey rear extension.

### **Conclusions**

Members may consider the main issues relating to the application as being the effect that the proposal would have on the streetscene and the character of the surrounding area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

Both previous applications noted above found that from a design perspective, the proposals were acceptable and would not adversely impact on the streetscene or the character of the area. Whilst the current application proposes a rear extension with a greater height, Members may consider this difference acceptable in terms of the revised proposal's impact on the streetscene or the character of the area given that it is still subservient and set well below the windowsills of the windows above.

With regard to neighbouring amenity, the proposal would not increase the overall depth of the property and as such Member may consider that the only properties that could be affected by the proposal are 72 Park Road (next door) and 15 Freelands Road (directly to the rear of the application site).

With regard to 15 Freelands Road, the proposed extension would be no closer than the existing rear projection and so Member may considered that there would be no additional opportunity for overlooking or loss of light than that which already exists. Members may also note that the previous applications found the proposal not to have an adverse impact on residential amenities of 15 Freelands Road.

Regarding 72 Park Road, the current proposal includes an even greater step-in from the flank wall (1.05m) than previously approved. The sunlight study submitted with the application indicates that, even with the increase in height of 400mm, the figures for both the vertical sky component and the annual probable sunlight hours are better. Members may therefore consider that the current proposal will not result in undue harm to the residential amenities enjoyed by the occupants of 72 Park Road.

Overall, Members may consider that the proposal will result in no greater harm than that previously approved under permission ref. 14/00195.

With regard to the additional flank elevation window at upper ground floor level, it is considered that the views from this window would be no greater than those that exist from the flank window on the upper floor of the property. It is also noted that the main flank wall of 72 Park Road has no openings. As such, the proposed window is considered to be acceptable and would not have a significant adverse impact on the amenities of 72 Park Road.

Having had regard to the above, Members may consider 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 the files refs. 14/01976, 14/00195 and 13/03020 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

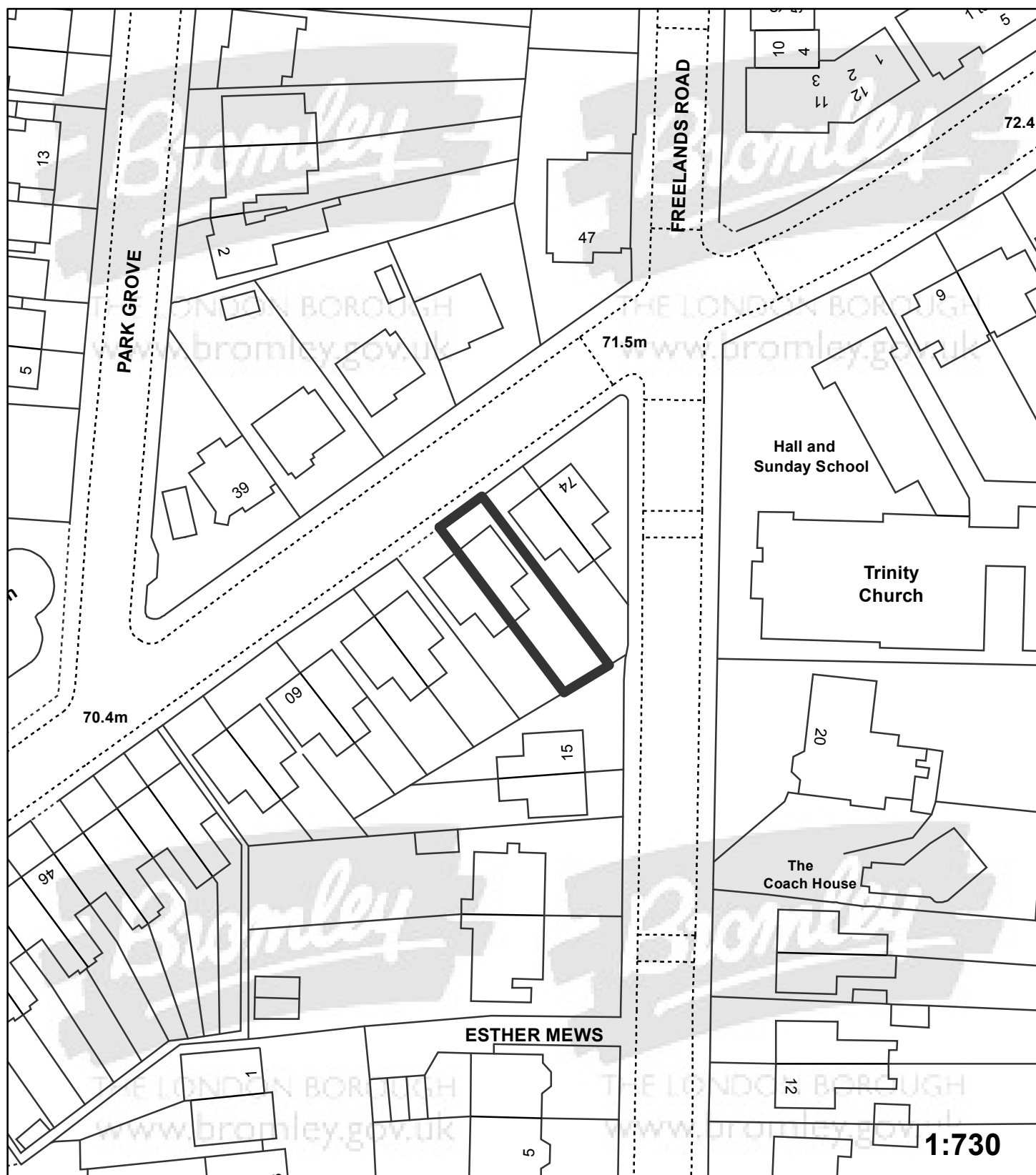
- 1     ACA01       Commencement of development within 3 yrs  
      ACA01R     A01 Reason 3 years
- 2     ACC07       Materials as set out in application  
      ACC07R     Reason C07
- 3     ACI13       No windows (2 inserts)         flank rear extension  
      ACI13R     I13 reason (1 insert)     BE1
- 4     ACI14       No balcony (1 insert)         the rear extension  
      ACI14R     I14 reason (1 insert)     BE1
- 5     ACK01       Compliance with submitted plan

**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.

**Application:**14/01976/FULL6

**Address:** 70 Park Road Bromley BR1 3HP

**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 :** 13/04238/FULL1

**Ward:**  
Crystal Palace

**Address :** 51 Fox Hill Anerley London SE19 2XE

**OS Grid Ref:** E: 533845 N: 170160

**Applicant :** Mr Heer

**Objections :** YES

### **Description of Development:**

Part demolition of existing extensions and excavation and extension to provide eight apartments over basement, ground, first and second floor accommodation, including roof gardens and terrace/balcony areas.

Key designations:

Conservation Area: Belvedere Road

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

London City Airport Safeguarding

Open Space Deficiency

### **Proposal**

This application proposes the demolition of existing extensions, excavation works and extensions to provide eight apartments (one x 4-bed, one x 3/4 bed, one x 3-bed, three x two bed and two x one-bed) over basement, ground, first and second floor accommodation, including roof gardens and terrace/balcony areas. Seven parking spaces are proposed along with cycle store.

The application is supported with a Planning Statement, Heritage Statement, Transport statement and Green Travel Plan, Statement of Community Involvement and Arboricultural Report.

### **Location**

The site is a locally listed building located in a prominent position within Belvedere Road Conservation Area at the point where Fox Hill and Belvedere Road adjoin, and close to the Borough boundary with Croydon. The area is mostly residential, including flatted accommodation, to the north, west and east of the site. Immediately opposite the site, to the south-east is a large, grassed public space with mature trees. The land levels rise to the north, north-west.

### **Comments from Local Residents**

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

- increase in number of parked cars and impact on road safety
- additional parking should be allowed for on-site with additional space for visitors
- comment in respect of trees to support the comments contained within the Supporting tree survey in respect of removal of trees which are causing problems to property at 49 Fox Hill (flats 1-6)
- queries as to the hold up of a decision as the site is a bit of an eyesore and the plans look a good scheme

### **Comments from Consultees**

No Highway objections are raised; conditions are suggested in the event of a planning permission.

No objections are raised from a Conservation point of view given revised plans received.

APCA objections were received to the original plans which supported the demolition of the modern extensions but objected to the extent of change to the south and east elevations and the overdevelopment of the site.

No objections are raised by Thames Water in respect of water or sewerage infrastructure capacity.

Comments in respect of trees will be reported verbally to Committee.

Updated comments from Environmental Health will be reported verbally to Committee.

### **Planning Considerations**

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

- BE1 Design of New Development
- BE10 Locally Listed Buildings
- BE11 Conservation Areas
- BE12 Demolition in Conservation Areas
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H12 Conversion of Non-Residential Buildings to Residential Use
- NE7 Development and Trees
- T3 Parking
- T18 Road Safety
- C1 Community Facilities

London Plan policies include:

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of developments
- 3.8 Housing choice
- 6.13 Parking
- 7.21 Trees and woodlands

## **Planning History**

The planning history includes permission in 1984, ref. 84/02371, to extend the building and change the use from residential to a nursing home. A number of other extensions were granted permission and in 1984 permission was refused to change the use from a nursing home to a children's home. A further application was refused to lift a planning condition which restricted the use to a nursing home for elderly persons. Subsequent consents in 1996 and 1997 permitted the use for caring for adults with learning difficulties.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties, the loss of the care home for adults with learning difficulties and the impact on highway safety.

The application includes for the demolition of previous extensions dating from the 1980s and no objection is raised to the demolition of the unsympathetic extensions. With regard to the extensions proposed, it is considered that the front of the building will be largely unaltered and that the proposed extensions work comfortably with the host building. Given the particular considerations of this conservation area and the specific site characteristics it is considered that the design approach taken with this particular proposal appears acceptable in this location.

A small amenity area is allocated to some of the flats by way of balconies or sunken areas and there is provision on site for a limited communal amenity area. The open area opposite the site is noted.

In respect of impact on neighbouring amenity, whilst there will be some impact it may not be considered so significant as to warrant a planning ground of refusal. There are a significant number of windows proposed to face the flats at No 49. The majority of the windows to the existing flats at No 49 appear to be obscure glazed; additionally no neighbour objections have been received in this respect.

Given the former use of the building as a care home, Policies H11 and C1 require demonstration that the premises are 'genuinely redundant' and that the former care use is no longer required or provided elsewhere, respectively. The planning statement submitted to support the application advises that 'The home was formerly run by the Beacon Care Ltd and that the Quality Care Commission Report

from 2011 states ' Ashford House is registered to provide care and accommodation, without nursing, for adults with learning disabilities, However, the service has not been operational for more than two years and the building requires redevelopment'. Since this report was published in 2011 the home has remained vacant. Therefore this 4 years vacancy demonstrates the premises are genuinely redundant'. It goes on to advise that the property was marketed over this period and did not receive interest from other care home providers. It is noted that the building has a derelict appearance and appears to have structural problems which make it currently unsafe to enter. Whilst no marketing evidence has been provided in support of the proposal in view of the former use of the building as a care home and the apparent long-term vacancy, that the proposal will result in the removal of unsympathetic extensions and the renovation of the locally listed building, Members may consider that its conversion to form flats may be acceptable in principle.

Neighbour concerns were raised regarding parking provision and impact on highway safety. Revised plans have subsequently been received which reduce the number of units to eight and provide an additional parking space (7 No in total). Any additional neighbour concerns in the light of revised plans will be reported verbally to Committee. No concerns are raised from a Highway point of view and conditions are suggested in the event of a planning permission.

The submitted tree report advises that no valuable trees need be affected by the proposal. Comment from the Council's tree officer will be reported verbally to Committee.

It is noted that the development will be CIL liable.

Whilst this is a significant development proposal on a site which plays a prominent and important part within this conservation area. Due to its unique nature (within the vicinity) Members may consider that, the size, siting and design of the extensions, and the use proposed, would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area such as to warrant a planning refusal, but rather would present opportunity for development which would preserve or enhance the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

as amended by documents received on 02.07.2014

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACA04  | Landscaping Scheme - full app no details |
|   | ACA04R | Reason A04                               |



- 3     ACA07         Boundary enclosure - no detail submitted  
        ACA07R       Reason A07
- 4     ACB02         Trees - protective fencing  
        ACB02R       Reason B02
- 5     ACC01         Satisfactory materials (ext'nl surfaces)  
        ACC01R       Reason C01
- 6     Before the development hereby permitted is commenced details for balcony screening shall be submitted to and approved in writing by or on behalf of the local planning authority and the agreed provision shall be details be implemented prior to first occupation and be permanently maintained thereafter.
- Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of nearby residential amenity.
- 7     ACD02         Surface water drainage - no det. submitt  
        AED02R       Reason D02
- 8     ACH03         Satisfactory parking - full application  
        ACH03R       Reason H03
- 9     ACH22         Bicycle Parking  
        ACH22R       Reason H22
- 10    ACH29         Construction Management Plan  
        ACH29R       Reason H29
- 11    ACH32         Highway Drainage  
        ADH32R       Reason H32
- 12    ACK01         Compliance with submitted plan  
        ACC01R       Reason C01

### INFORMATIVE(S)

- 1     In order to check that the proposed storm water system meets our requirements, we require that the following information be provided:
- A clearly labelled drainage layout plan showing pipe networks and any attenuation soakaways.
  - Where infiltration forms part of the proposed storm water system such as soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
  - Calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.
- 2     You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

- 3 Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
  
- 4 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)).

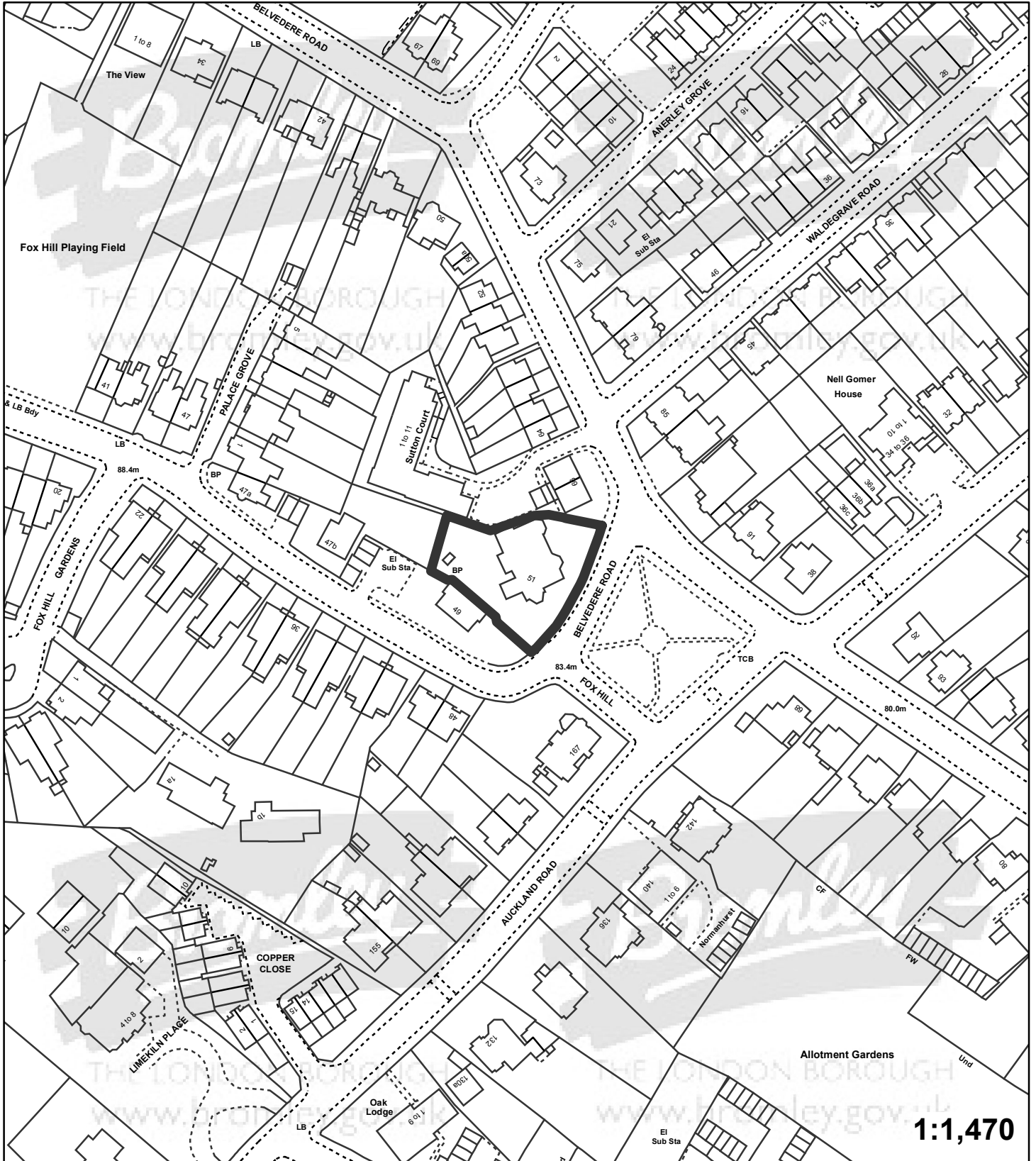
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

**Application:**13/04238/FULL1

**Address:** 51 Fox Hill Anerley London SE19 2XE

**Proposal:** Part demolition of existing extensions and excavation and extension to provide eight apartments over basement, ground, first and second floor accommodation, including roof gardens and terrace/balcony areas.



"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 :** 14/00656/FULL6

**Ward:**  
**Chelsfield And Pratts  
Bottom**

**Address :** 19 Warren Gardens Orpington BR6 6JD

**OS Grid Ref:** E: 546077 N: 164291

**Applicant :** Mr & Mrs Milan & Preeti Kothari

**Objections :** YES

**Description of Development:**

First floor side and rear extensions to include terrace and balustrade, front porch and elevational alterations

Key designations:

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

**Proposal**

The proposals comprise a first floor side/rear extension to the western side boundary, supported by columns over an open passageway, along with a first floor rear extension over an existing single storey rear extension, with rear-facing balcony. The first floor rear extensions would project approximately 3.55m to the rear, and would enclose the first floor balcony on both sides.

A pitched roof is also proposed over the existing front porch and the front part of the garage, along with other minor elevational alterations.

The proposals originally submitted showed the first floor balcony as a corner terrace which would have been open to the side as well as to the rear.

**Location**

This detached two storey property is located at the western end of Warren Gardens which is a cul-de-sac, and backs onto the rear garden of No.70 Warren Road. The rear garden of No. 68 Warren Road runs along the western side boundary of the application site.

**Comments from Local Residents**

A letter of objection was received from the occupiers of No.68 Warren Road to the scheme as originally submitted, and the concerns raised are summarised as follows:

- the extension would not provide any separation to the side boundary with No.68
- overlooking from first floor balcony.

Any further comments received in relation to the revised scheme will be reported verbally at the meeting.

### **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

### **Conclusions**

The main issues in this case are the impact of the proposals on the character and appearance of the host dwelling and the surrounding area, and on the amenities of neighbouring properties.

The proposed first floor side/rear extension would extend up to the western flank boundary with No.68 Warren Road, and would not, therefore, comply with Policy H9 of the UDP which requires that two storey side extensions maintain a separation of at least 1m to the side boundary for the full height of the extension. However, the western boundary of No.19 lies adjacent to the rear garden of No.68 Warren Road, and no terracing effect would therefore occur. Furthermore, the property lies at the far western end of the cul-de-sac, and the extension would not significantly affect the spatial standards of the surrounding area.

The first floor rear extension would project approximately 3.55m to the rear, however, the adjoining property at No.20 has a sizeable two storey rear extension, and the impact of the proposals on this property would therefore be limited.

A rear-facing balcony is proposed at first floor level but it would be enclosed on both sides which would prevent any oblique overlooking of neighbouring properties or gardens. Furthermore, the properties to the rear are 25-30m away, and the proposals would not have a detrimental impact on outlook from these properties.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

as amended by documents received on 14.04.2014 10.06.2014

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACC07  | Materials as set out in application      |
|   | ACC07R | Reason C07                               |
| 3 | ACK01  | Compliance with submitted plan           |
|   | ACK05R | K05 reason                               |

**Application:**14/00656/FULL6

**Address:** 19 Warren Gardens Orpington BR6 6JD

**Proposal:** First floor side and rear extensions to include terrace and balustrade, front porch and elevational alterations



"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 :** 14/02032/FULL6

**Ward:**  
Darwin

**Address :** Penny Cottage Farthing Street Downe  
Orpington BR6 7JB

**OS Grid Ref:** E: 542947 N: 162835

**Applicant :** Mr And Mrs P Knight

**Objections :** NO

**Description of Development:**

Single storey side/rear extension

Key designations:

Biggin Hill Noise Contours  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding

**Proposal**

- This scheme proposes a single storey side/rear extension. There is an existing extension which will be replaced as part of the scheme.
- The side extension element of the proposal will project in width from what appears to be the original flank elevation of the host dwellinghouse by approximately 4.4 metres at the front of the property. The existing side extension already measures approximately 3.5 metres in width, therefore the proposed extension will measure approximately 1 metre wider than the existing extension.
- The extension will project in depth by approximately 8.4 metres, and will square-off the host dwellinghouse to form a 'wrap-around' extension, as well as providing an additional porch area to the rear of the dwelling, adjacent to the existing plant room which itself will not be altered.
- The new floor area will measure approx. 49.2m<sup>2</sup>, providing an increase in approx. 14% floor area when taking the original footprint of the host dwelling into account.

**Location**

The application site is located on the eastern side of Farthing Street and hosts a two storey detached single family dwellinghouse which is locally listed, set within

the Green Belt. The surrounding area is mainly agricultural land, with a few nearby dwellinghouses set within spacious plots.

### **Comments from Local Residents**

No comments had been received at the time of writing the report. Any comments received will be reported verbally.

### **Comments from Consultees**

No consultations were considered necessary.

### **Planning Considerations**

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

- BE1 Design of New Development
- H8 Residential Extensions
- NE7 Development and Trees
- G1 The Green Belt
- G4 Dwellings in the Green Belt or on Metropolitan Open Land

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

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

Chapter 9 in particular of the National Planning Policy Framework (NPPF) 2012 is a material planning consideration. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

### **Planning History**

There is an historical planning application relating to a single storey side extension, granted planning approval in 1980 under ref. 80/2568.

### **Conclusions**

In terms of extensions or alterations to dwellinghouses in the Green Belt, Policy G4 of the Unitary Development Plan states in effect that extensions will only be permitted if:

- The net increase in the floor area over that of the original dwellinghouse is no more than 10%, as ascertained by external measurement; and
- Their size, siting, materials and design do not harm visual amenities or the open or rural character of the locality; and

- The development does not result in a significant detrimental change in the overall form, bulk or character of the original dwellinghouse.

Whilst this proposal would fall slightly over the 10% increase in floor area generally considered acceptable under Policy G4 of the Unitary Development Plan, with an increase of 14% floor space, the design of the proposed extension is considered to be in keeping with the character and design of the host dwellinghouse, and when compared to the existing extension it is considered that the design of the proposed extension will be a marked improvement that is more sympathetic to the host dwellinghouse.

In terms of the Green Belt designation of the land, it is considered that the proposed extension will have no greater material impact upon the host dwelling or the open character of the land than presently exists as it will be replacing an existing structure that is in a dilapidated state. In addition, the design of the proposed extension will preserve and enhance the character of the existing dwelling and the setting within which it is located. The existing extension has a lean-to design roof, which has a maximum height of approx. 4.2 metres, and is set only 0.35 metres below the eaves height of the host dwelling. The proposed extension will be set lower, with a height of 3.7 metres where it will meet the host dwelling which is 0.5 metres lower than the existing structure. This is considered to result in an extension that will be much less visible from the streetscene, and will be more subservient to the host dwelling, having less of an impact upon the openness of the Green Belt.

It is unlikely that the proposed side/rear extension would have a detrimental impact on neighbouring amenities, and it is noted that a separation to the property boundary will be retained, with a new pitched roof being introduced above the side extension which will be of similar design and pitch to the main roof of the host dwelling. As such, the 14% increase in floor area, when combined with the separation to the property boundaries, the location of the extension, and the improved design, culminates in an extension that is acceptable in this location, despite the Green Belt designation of the land.

In conclusion, the proposed extension will be in keeping with the character of the host dwelling and surrounding properties, and it would not create such a negative impact on the street scene as to warrant a planning refusal. On balance, and having had regard to all relevant issues including the planning history at the site, the generous width of the plot and the levels of separation that are maintained as part of the proposal, combined with the orientation of the site, the proposed extension will not have a detrimental impact on the openness of the Green Belt, the streetscene or the amenities of the adjacent properties.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/02032, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

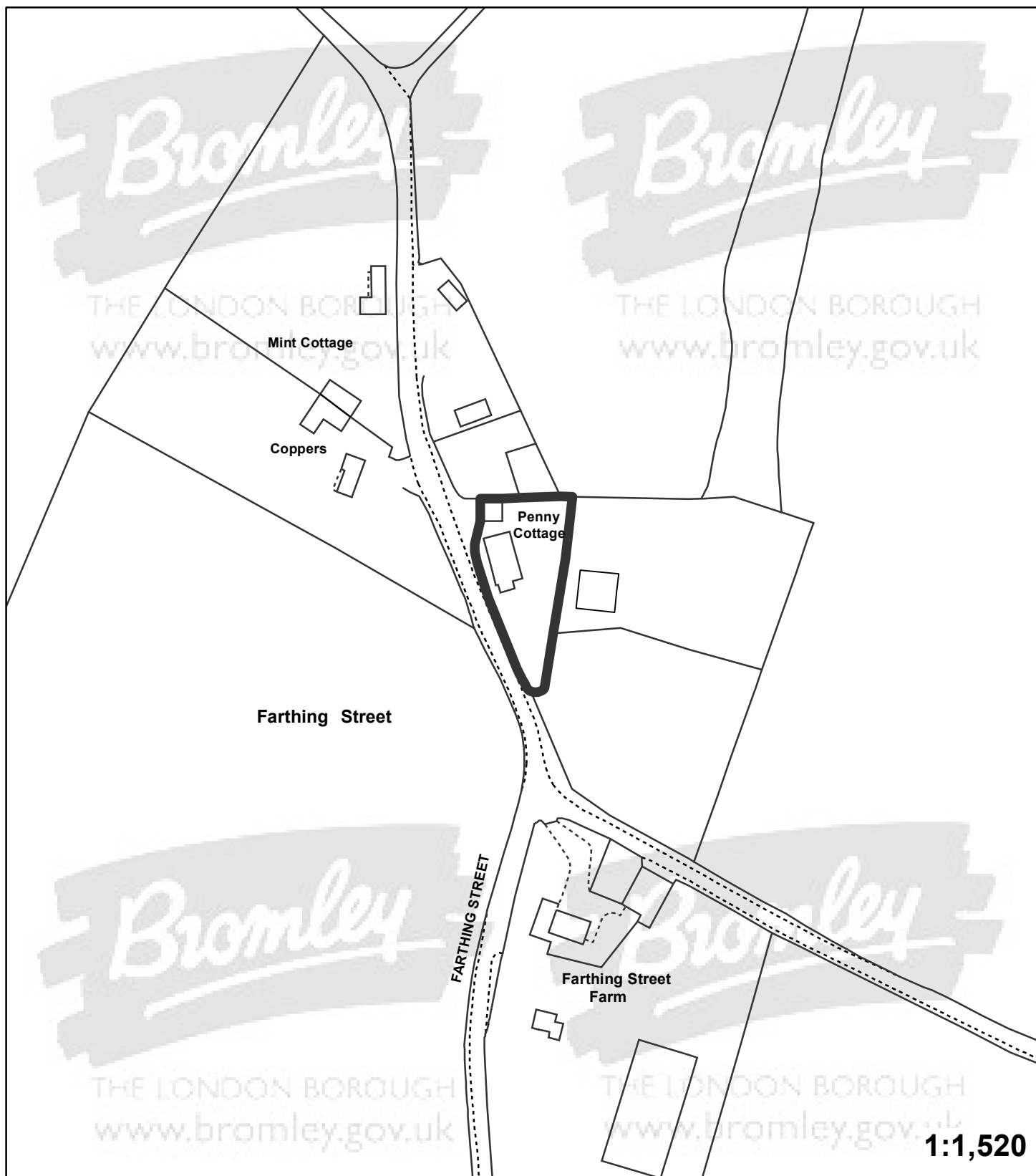
Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 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                               |

**Application:**14/02032/FULL6

**Address:** Penny Cottage Farthing Street Downe Orpington BR6 7JB

**Proposal:** Single storey side/rear extension



**1:1,520**

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

**Application No :** 14/02136/FULL1

**Ward:**  
**Biggin Hill**

**Address :** RAF Station Main Road Biggin Hill TN16  
3AY

**OS Grid Ref:** E: 541071 N: 160687

**Applicant :** Biggin Hill Battle Of Britain Supporters Club **Objections :** NO

### **Description of Development:**

Construction of a Museum with integral cafeteria, shop, display areas and lavatories and relocation of existing car park

Key designations:

Conservation Area: RAF Biggin Hill

Biggin Hill Noise Contours

Biggin Hill Noise Contours

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

Green Belt

London City Airport Safeguarding

Major Development Sites

Technical Sites BH

Technical Sites BH

Technical Sites BH

Technical Sites BH

### **Proposal**

The proposal is for the construction of a new heritage centre commemorating the military role of RAF Biggin Hill. The centre would front the A233 Main Road and would be situated within the historic grounds of Biggin Hill Airport, within land owned by the Ministry of Defence and presently occupied by a car park. It would be situated to the north of the existing St George's RAF Memorial Chapel which is a Statutory Listed Building. The existing car park would be relocated the rear of the RAF Chapel.

The proposed heritage centre would comprise a detached building occupying a footprint measuring 21.8m (wide) x 21.5 (as scaled from the submitted plan) which would incorporate two storeys of floorspace. Part of the space would comprise an exhibition/gallery area which would occupy part of the ground and the entire first

floors. A cafeteria and shop would also be included within the ground floor as part of this proposal. Up to 38 parking spaces would be provided, together with cycle and motorcycle spaces, and an additional 20 overflow car parking spaces would be provided to the north of the proposed building.

The entrance to the heritage centre would front Main Road and the existing access would be changed to enable a more direct route from the public highway. The area surrounding the centre would be landscaped and an existing access road would be modified to serve the replacement car park. Five mature trees within the areas occupied by the proposed building and car park would be lost as a result of the proposal.

Externally, the building would be of modern design and incorporate a convex roof which would rise to a maximum height of 8.0m and comprise of metal decking with plasticol coating (copper green patination). The external walls would be made up of facing brickwork and 'Kalwall' translucent wall panels (of brown straw colour). The windows and doors would comprise of PPC aluminium with tinted panels.

The application is accompanied by a Supporting Report which incorporates a Heritage Statement, a Business Plan, an Archaeological Statement, and an Arboricultural Report.

### **Location**

As noted above the centre would front the A233 Main Road and would be situated in the historic grounds of Biggin Hill Airport to the north of the existing RAF Chapel. The site falls within the RAF Biggin Hill Conservation Area.

### **Comments from Local Residents**

Representations have been received which can be summarised as follows:

- source of pain that Biggin Hill has no museum to commemorate its wartime history
- long-overdue facility
- better use for the site
- centre will complement and ensure the long-term success of the RAF Chapel
- such a centre can only enhance the iconic name of RAF Biggin Hill
- this proposal will enable RAF Biggin Hill to achieve its full recognition
- it is to be hoped that Bromley Council will release the money it is holding for a heritage centre project, as this proposal meets all the requirements expected of it

### **Comments from Consultees**

No objections have been received from the Council's Drainage advisor, subject to conditions.

No objections have been raised by Thames Water.



Comments from the Council's Highways, English Heritage and other consultees will be reported verbally at the meeting.

## **Planning Considerations**

The following Unitary Development Plan (UDP) policies are relevant to this application:

- G1 The Green Belt
- BE1 Design of New Development
- BE8 Statutory Listed Buildings
- BE11 Conservation Areas
- C1 Community Facilities
- C3 Access to Buildings for People with Disabilities
- L9 Indoor Recreation and Leisure
- T3 Parking
- BH2 New Development (although this should be read in conjunction with the national guidance referred to below which clarifies national policy)
- BH4 Biggin Hill Airport: Passenger Terminal/Control Tower/West Camp
- NE7 Development and Trees

The Supplementary Planning Guidance for the RAF Biggin Hill Conservation Area is relevant to this application.

London Plan Policies 4.6 (Support for and enhancement of arts, culture, sport and entertainment) and 7.8 (Heritage assets and archaeology) are relevant to this application.

In addition, Sections 9 and 12: 'Protecting Green Belt land', and 'enhancing the historic environment' of the National Planning Policy Framework, are relevant in respect of this application.

## **Planning History**

There have been previous plans to construct a heritage centre within the historic RAF Biggin Hill Airport environs. Previous proposals were larger in scale and would have involved greater financial expenditure. It was previously envisaged that the heritage centre would be constructed at land on the opposite side of Main Road, beside the housing development within the former RAF Married Quarters, linked to an application approved under ref. 04/02334 which reserved an area of land specifically for the siting of a heritage centre. That application was submitted in connection with application ref. 04/02322 which related to the development of some 139 dwellings within those former Married Quarters. The application was subject to a legal agreement relating to the provision of a financial contribution toward a heritage centre. However, that proposal did come to fruition.

## **Conclusions**

The main issues for consideration relate to the appropriateness of this proposal, in terms of the historic context of RAF Biggin Hill and its impact on the Conservation Area and wider Green Belt.

As Members will be aware, there have been previous proposals (and a planning permission) to provide a heritage centre around the historic environs of Biggin Hill Airport, although the size and siting of those earlier schemes have varied in relation to this proposal. The principle of this proposal is therefore considered acceptable.

This proposal is located in West Camp is within Area 1. This application conforms with Policy BH4 which requires that new developments should contribute to the conservation and historic interest of the area and retain the open 'campus' nature. In turn this should ensure the continuation of the long-term relationship between this area, the airport and the local community. The proposal may also help to support the long-term upkeep of the neighbouring RAF Memorial Chapel.

The proposal is considered to be appropriate in view of its immediate connection with the activities of the airfield, the RAF Chapel and connection with the local communities and relatives of those who served the RAF during the Second World War. Whilst the design of the proposed heritage centre will differ in comparison to the surrounding buildings within the airport grounds, it will incorporate some reference to the neighbouring RAF Chapel, including the use of facing bricks, whilst it is considered that the setting of that listed chapel will be maintained in view of the separation between the two buildings. Taking account of its design and proposed use, it is also considered that the development will serve to preserve the character and appearance of the RAF Biggin Hill Conservation Area. Whilst it is noted that five mature trees will be lost, given the overall benefits identified in relation to this proposal, and the provision of a landscaping scheme and replacement-trees condition, on balance no objection is raised in this regard.

Although the site falls within the Green Belt there are various policy considerations, serve to justify this proposal. These include the siting of the proposed building and car park which will be situated within the historic grounds of Biggin Hill Airport amongst a cluster of various buildings, of which the proposed development would form a related use, and which would provide an important cultural and educational facility in the locality. Notwithstanding that issue, however, Policy BH4 does support applications which would contribute to the conservation and historic interest of the area. It is considered that these points represent very special circumstances which support such development in the Green Belt.

In terms of the financial viability of the scheme, it is noted that the Airport and adjoining business area are a major asset to the Borough and are direct and indirect generators of employment. The assessment of financial viability is considered to be adequate to justify this scheme in its own right, taking account of projected visitor numbers and revenue.

The scheme is compliant with Policy C1 as it does not reduce the number of community facilities in the area and is already in an area with suitable public access through public transport and A233. Rather, the proposal will add to the

number of community facilities in the area and provide enhanced access through the provision of a new entrance and parking spaces (Policy C3). Furthermore, the scheme seeks to promote the provision of developments that would meet the current and future education, social or other needs in the Borough.

Taking account of the above considerations, it is recommended that planning permission be granted for this proposal.

Background papers referred to during production of this report comprise all correspondence on the files refs. 04/02332, 04/02334 and 14/02136, set out in the Planning History section above, excluding exempt information.

## **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 the following information shall 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 and climate changes.

- AED02R      Reason D02
- 3      ACA03      Compliance with landscaping details  
ACA03R      Reason A03
- 4      ACA07      Boundary enclosure - no detail submitted  
ACA07R      Reason A07
- 5      ACB01      Trees to be retained during building op.  
ACB01R      Reason B01
- 6      ACB02      Trees - protective fencing  
ACB02R      Reason B02
- 7      ACB04      Trees - no trenches, pipelines or drains  
ACB04R      Reason B04
- 8      ACB05      Replacement tree(s) elsewhere on site  
ACB05R      Reason B05
- 9      ACC01      Satisfactory materials (ext'n'l surfaces)

- |    |        |                                |
|----|--------|--------------------------------|
|    | ACC01R | Reason C01                     |
| 10 | ACK01  | Compliance with submitted plan |
|    | ACC03R | Reason C03                     |

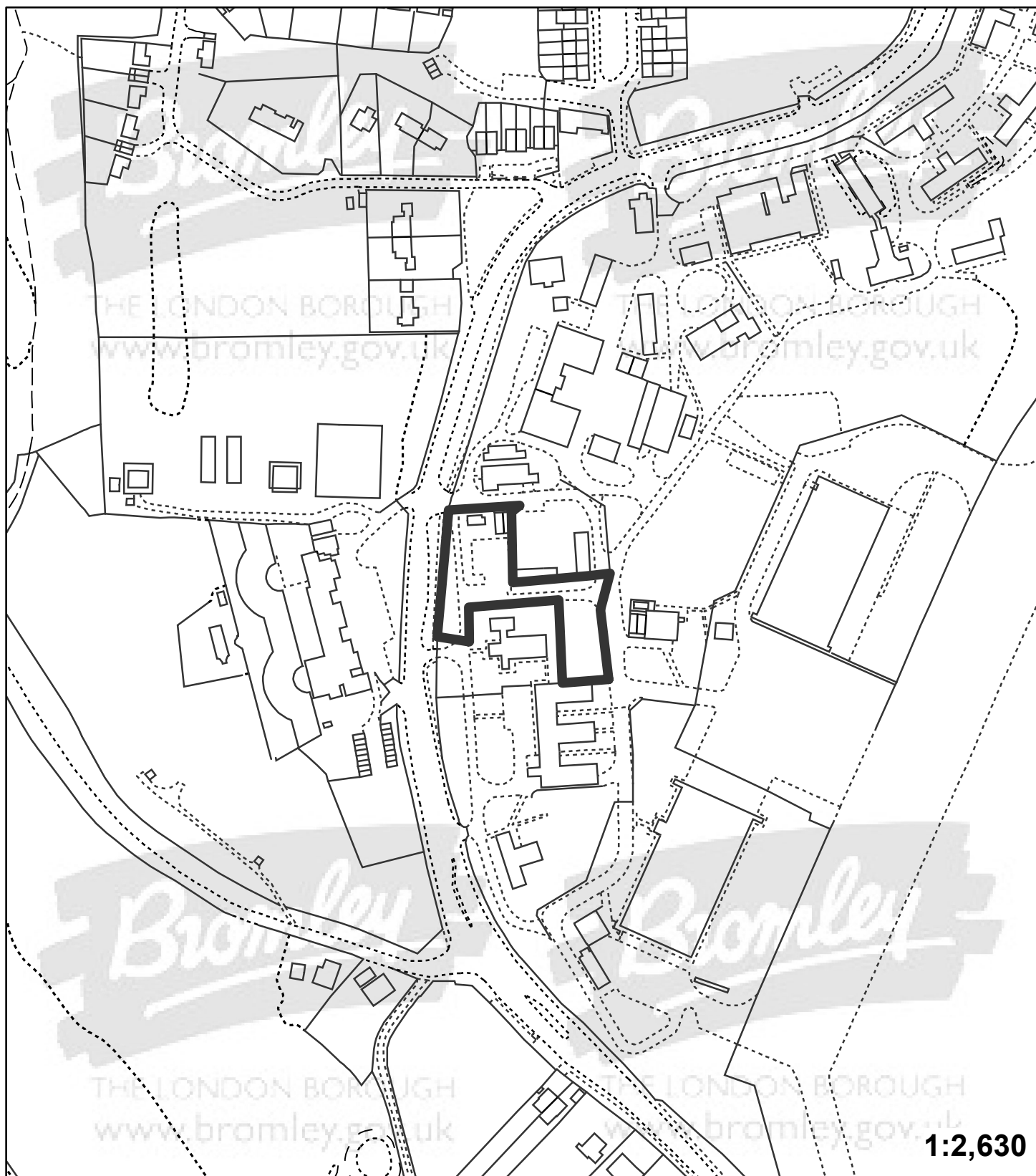
INFORMATIVE(S)

- 1 The applicant is advised that matters relating to advertising within the site are subject to Advertisement Consent which should be the subject of separate applications.

**Application:**14/02136/FULL1

**Address:** RAF Station Main Road Biggin Hill TN16 3AY

**Proposal:** Construction of a Museum with integral cafeteria, shop, display areas and lavatories and relocation of existing car park



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

**Application No :** 14/00231/FULL1

**Ward:**  
**Copers Cope**

**Address :** 28 Downs Hill Beckenham BR3 5HB

**OS Grid Ref:** E: 538641 N: 169959

**Applicant :** Mr Anthony Brandi

**Objections :** YES

### **Description of Development:**

Demolition of existing house and erection of replacement single family dwelling with associated excavation, landscaping and front boundary treatment.

#### Key designations:

Conservation Area: Downs Hill  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Biggin Hill Safeguarding Area  
Local Cycle Network  
London City Airport Safeguarding  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

### **Proposal**

The application proposes the demolition of the existing detached dwelling and the erection of a replacement, detached dwelling with associated parking, terracing and landscaping. The submitted street scene indicates that the ridge height will not exceed the higher gable to the adjacent house to the south. A tapering boundary line is indicated resulting in a side space to the southern boundary of c 1m to the rear and c 1.4m to the front building line; that to the northern boundary is shown as c 2.6m.

A number of trees are to be removed as part of the development proposal.

### **Location**

The site is located to the east side of Downs Hill and within Downs Hill Conservation Area. It is a residential area with predominantly detached dwellings of varying design within the vicinity; the land levels vary within the locality with the land particularly falling away significantly to the east.

### **Comments from Local Residents**

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

- no daylight/sunlight impact assessment
- definitive dimensional information regarding setting out of the dwelling relative to fixed boundaries and the overall height of the dwelling relative to a tangible datum required to enable impact to be assessed
- concerns with the upper storey large bay windows and overlooking (possible reduction of conifer hedge if situation is changed due to lack of sunlight)
- annotated section of drawing submitted raising concerns with boundary and land ownership - request accurate plans which reflect the true boundary

### **Comments from Consultees**

APCA raise no objection.

Highways raise no objection in respect of car parking on the site but would prefer to see the gates set back at least 2m from the edge of the carriageway so vehicles do not overhang the road while waiting for the gates to open. Conditions are suggested in the event of a planning permission.

Comments from a Conservation point of view advise that the existing building makes a neutral contribution to the area and raise no objection to its demolition. The proposed replacement design approach is considered acceptable. No objection is raised subject to compliance with sidespace policy. Conditions are recommended in the event of a planning permission.

No objections are raised in respect of trees; conditions are suggested in the event of a planning permission.

### **Planning Considerations**

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

- BE1 Design of New Development
- BE11 Conservation Areas
- BE12 Demolition in Conservation Areas
- BE14 Trees in Conservation Areas
- H7 Housing Density and Design
- H9 Side Space
- T3 Transport and Road Safety
- T18 Transport and Road Safety

and Supplementary Planning Guidance (SPG) of Bromley's Unitary Development Plan

### **Conclusions**



The main issues relating to the application are the effect of the proposal on the character and appearance of the area, the effect of the proposal on the living conditions of neighbouring occupiers and highway considerations.

The existing dwelling is not considered to be of any significant architectural merit and no planning objection is raised to its demolition subject to Policy BE12 and the requirement for acceptable and detailed plans for a replacement scheme that will make a positive contribution to the character and appearance of the Conservation Area.

Downs Hill SPG advises that the Council will expect all proposals for new development to conform to the character of the area, especially in regard to scale and height of construction, location within the plot and the design and materials used.

Planning policy emphasises the need for development to respect important views and landscape features and should not detract from the existing street scene and the importance of space about buildings and the creation of attractive settings.

It is considered that the design approach of the replacement dwelling is acceptable however concerns are raised regarding the limited side space to the southern boundary. A street scene has been submitted to support the application and this demonstrates that the height of the ridge will not exceed the higher gable to No 26 but is c 1.8m higher than No 30. A greater separation of the proposed development to the northern boundary helps to justify the greater ridge height in relation to No 30.

A supplementary supporting statement has been submitted in response to officer concerns relating to 'limited side space to the southern boundary'. The document looks to compare the immediate area's existing dwellings and proximity to boundaries with that proposed by this development proposal. A further visit was undertaken by the case officer and whilst the submitted plan shows distances to boundaries it does not reveal that many of these are single storey, a lower height or staggered building line to the neighbouring property. Street scene photographs are available on file.

Policy BE11 requires for development proposals to preserve or enhance the character or appearance of a conservation area. Whilst the design approach is considered acceptable the limited side space of c 1 - 1.4m, given the height and bulk of the proposal, is not considered to address the spatial qualities of the area and preserve or enhance the character and appearance of the conservation area.

Neighbour concerns are raised in respect of correct boundary details; these include that the boundary details as shown on the submitted plan are inaccurate. Any dispute over the boundary details is between the two parties involved and not something that the Council has jurisdiction over; Members will note the planning concerns regarding proximity to boundary, above.

Overlooking has been raised as a concern in respect of the large bay window to the rear elevation. It is noted that the lower part of the window serves the proposed

basement area and the upper part serves the 'ground' floor. Trees are shown to be removed to the southern boundary; given the difference in levels in the vicinity it is difficult to assess the full impacts that may arise in respect of overlooking, from the feature bay window. Long site section 121 Rev P1 indicates the existing ground line which indicates that the floor level of the proposed ground floor will result in an elevated position. Given this, the proximity to the boundary and the removal of boundary trees it is considered that the provision of the bay window without any screening or obscuring is likely to arise in an unacceptable level of overlooking, to the detriment of neighbouring amenity.

There is a large bay window to the flank of the neighbouring house at number 30 with what appears to be a roof terrace alongside. It is noted the layout of the proposed dwelling introduces a c 2.4m separation to this boundary and no flank windows are proposed. This proposed relationship will help to address impacts on neighbouring amenities however the proposed layout also includes an elevated terrace to the north side and rear of the proposed dwelling. No 30 appears to be at a lower level than the application site; in order to safeguard against undue overlooking screening to the terrace is to be considered in the event of a planning permission.

Neighbour concerns are raised in respect of sunlighting and daylighting and tangible datum in respect of heights and fixed boundaries (see above). In the event of a planning permission a slab level condition can be applied.

In the event of a planning permission the development will be CIL liable.

For the reasons discussed above it is considered that the development in the manner proposed is not acceptable in that it would result in a significant loss of amenity to local residents and would not preserve or enhance the character of the conservation area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information

as amended by documents received on 11.06.2014

## **RECOMMENDATION: PERMISSION BE REFUSED**

The reasons for refusal are:

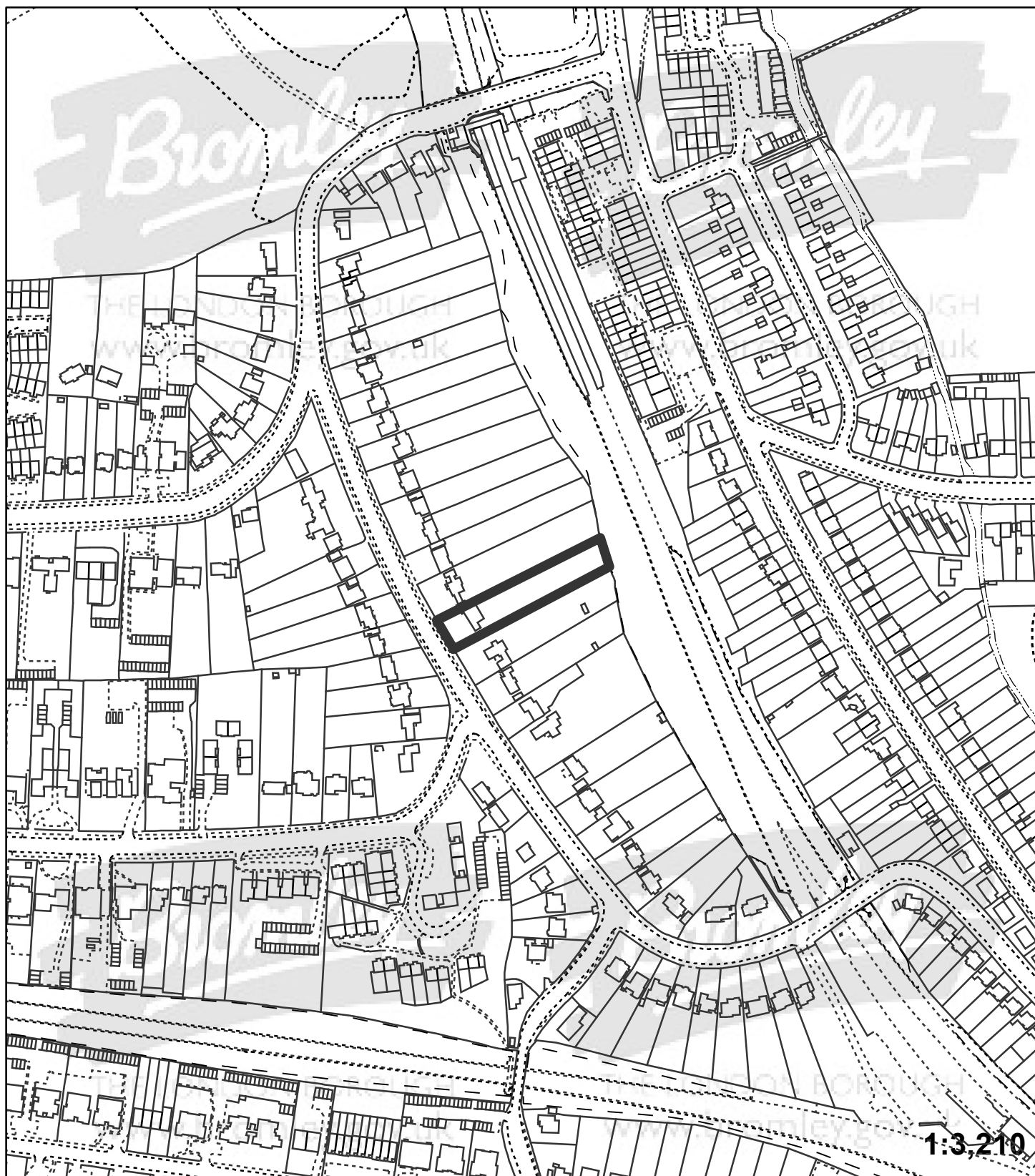
- 1 The proposal would constitute an overdevelopment of the site by reason of the limited side space to the southern boundary (given the height and design of the proposed replacement dwelling) which would cause harm to the character and appearance of the Downs Hill Conservation Area contrary to Policies BE1 and BE11 of the Unitary Development Plan.
- 2 Insufficient information has been submitted to demonstrate that the proposed development could be undertaken in a satisfactory manner, so as to not result in unsatisfactory levels of overlooking, especially given the

changes in level on the site, thereby contrary to Policy BE1 of the Unitary Development Plan.

**Application:** 14/00231/FULL1

**Address:** 28 Downs Hill Beckenham BR3 5HB

**Proposal:** Demolition of existing house and erection of replacement single family dwelling with associated excavation, landscaping and front boundary treatment.



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

**Application No :** 14/01249/FULL1

**Ward:**  
Penge And Cator

**Address :** 1 Kingswood Road Penge London SE20  
7BL

**OS Grid Ref:** E: 535132 N: 170553

**Applicant :** Mr N Bajaj

**Objections :** YES

### **Description of Development:**

Demolition of existing buildings and erection of two x 2 bedroom and one x 3 bedroom dwellings with associated parking and amenity areas

Key designations:

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

### **Proposal**

The application proposes the demolition of existing commercial buildings and the erection of two 2-bedroom and one 1-bedroom dwelling with associated parking and amenity areas.

### **Location**

The site is located on the west side of Kingswood Road and to the rear of number 1. It is reached via an accessway which goes underneath part of the first floor to number 1, Kingswood Road. Residential dwellings lay to the north of the site and what appears to be a mix of commercial and residential to the south and east. The area to the west appears open and commercial in nature. This is a commercial site which is currently unused and has a derelict appearance.

### **Comments from Local Residents**

Neighbour concerns have been received relating to the postal address of the application site; it is advised that 1a Kingswood Road is the ground floor maisonette and 1 Kingswood Road the first floor maisonette and that the application site had previously been known as 1 Kingswood Road Factory

## **Comments from Consultees**

Highways note that the site is located in a PTAL area 4. The three car parking spaces indicated on plan are considered acceptable in principle although it is noted that head room may be an issue for high / emergency vehicles; conditions are suggested in the event of a planning permission

Drainage comments note that it is not acceptable to discharge surface water run off to public sewer without attenuation; conditions are suggested in the event of a planning permission.

Thames Water raise no objection in respect of sewerage and water infrastructure capacity; informatives are suggested in the event of a planning permission.  
Environmental Health (pollution) raise no objections; informatives are suggested in the event of a planning permission.

Environmental Health (housing) raise concerns in that the only communal living space in the proposed properties is combined with the kitchen area which is not desirable due to the risk of accidents associated with areas used for both food preparation and recreation.

In respect of family size accommodation it is noted that the communal area outside the proposed development does not appear to be fenced or guarded from the parking area and access drive.

## **Planning Considerations**

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

EMP5 Development Outside Business Areas  
H7 Housing Density and Design  
T3 Transport and Road Safety  
T18 Transport and Road Safety  
BE1 Design of New Development  
ER4 Sustainable and Energy Efficient Development  
ER7 Contaminated Land

## **Planning History**

There is no relevant planning history relating to the site but it is noted that there have been planning consents for residential development in nearby sites for example Montague Mews, 2a Kingswood Road.

## **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, together with the acceptability of

the change of use of the commercial premises which are located outside of a business area.

Policy EMP5 requires consideration to be given to the loss of a commercial site which states that the redevelopment of business sites or premises outside of the Designated Business Areas will be permitted provided that i) characteristics make it unsuitable for uses Classes B1, B2 or B8 use (see full text) and ii) full and proper marketing of the site confirms the unsuitability and financial non-viability of the site for those uses. Whilst the site visit revealed that the premises appear to have been unused and stood empty for some time no supporting documentation has been received with the application which fully sets out the background and more recent history to the 'redundant' use of the site. No marketing evidence has been received. Members may however consider that given the unused, derelict nature of the premises and changes of use to similar nearby sites and the proximity and relationship to nearby residential properties that the principle of residential accommodation in this location may not be unacceptable.

Impact on the amenities of neighbouring properties needs to be carefully considered. In such suburban areas an element of overlooking is to be expected. However the relationship of the Juliette balcony to the neighbouring garden and garden building is considered to create an unacceptable level of overlooking and detriment to neighbouring amenity. There are three windows to the first floor rear elevation; one will serve a bathroom, one the stairwell/landing area and one to a bedroom. This rear elevation faces to an open site with the appearance of a commercial nature. Given that it would not be unreasonable to expect that two of these windows would (or could) be obscure glazed the limited overlooking allowed by one bedroom window is not likely to raise a planning concern.

As well as seeking to protect amenities for existing occupiers Policies H7 and BE1 highlight the need for adequate amenity space to be provided to serve the needs and respect amenity of future occupants. The site offers restricted levels of amenity and concerns are raised from an Environmental Health point of view in that the communal area outside the proposed development does not appear to be fenced or guarded from the parking area and access drive. Highways are satisfied with the level of proposed parking/cycle space but note concerns with limited headroom access.

Whilst it is recognised that new development should seek to optimise the potential of a site, such development should, amongst other things, be attractive and respect local context, character and built heritage as well as providing quality accommodation for future occupiers. Members may consider that whilst the principle of residential may be acceptable in this location, the extent of development proposed by this particular scheme and the constraints of the site result in an overdevelopment of the site that will be harmful to existing and proposed residential amenity.

In the event of a planning permission the proposal will be CIL liable.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

**RECOMMENDATION: PERMISSION BE REFUSED**

The reasons for refusal are:

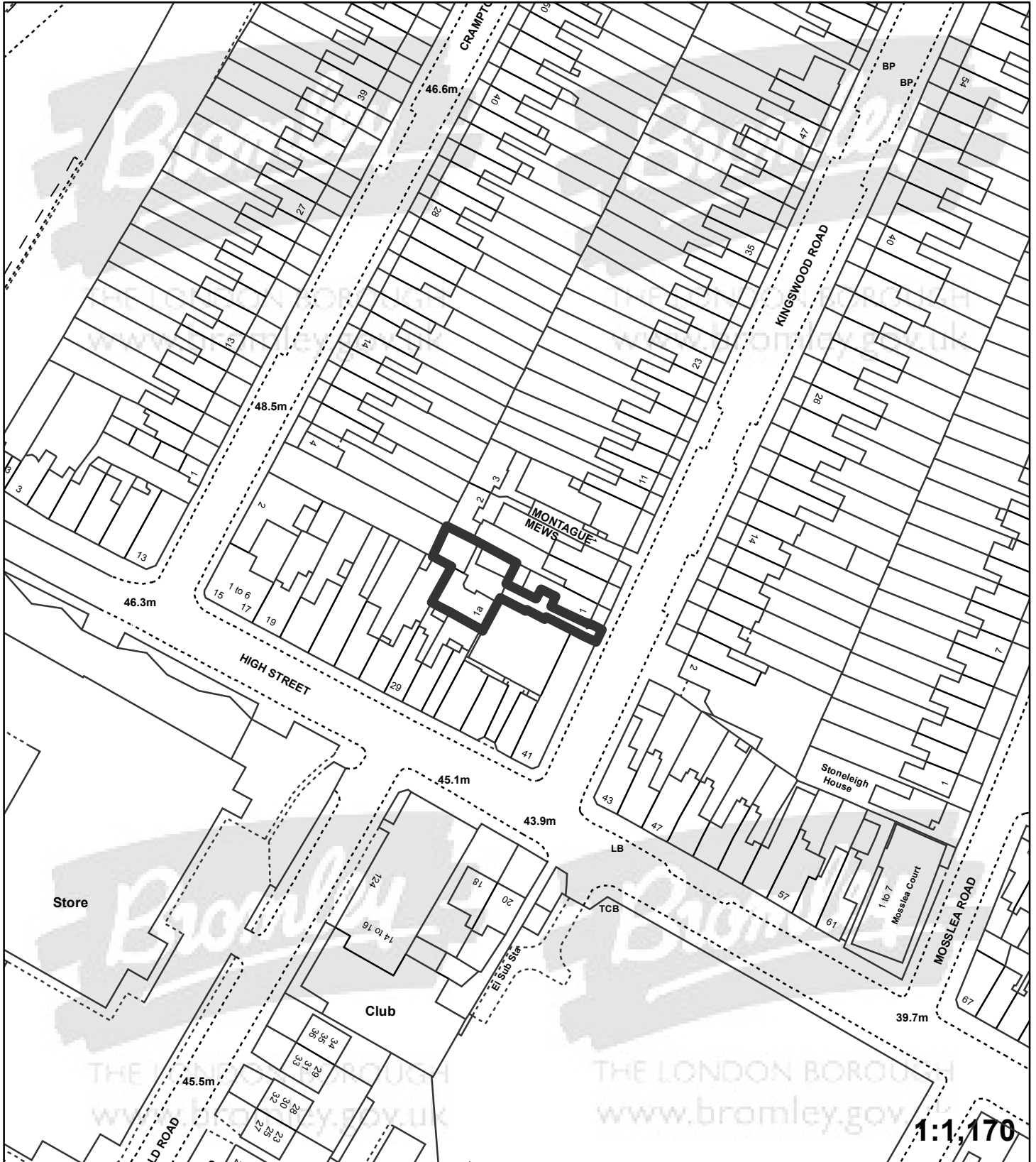
- 1 The proposed development would give rise to an unacceptable degree of overlooking and loss of privacy and amenity to nearby occupiers thus contrary to Policies BE1 and H8 of the Unitary Development Plan.
- 2 The proposal would be an overdevelopment of the site, lacking in adequate amenity space thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.



**Application:**14/01249/FULL1

**Address:** 1 Kingswood Road Penge London SE20 7BL

**Proposal:** Demolition of existing buildings and erection of two x 2 bedroom and one x 3 bedroom dwellings with associated parking and amenity areas



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