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DATE: 14 October 2014

To: Members of the
PLANS SUB-COMMITTEE NO. 3

Councillor Katy Boughey (Chairman)
Councillor Douglas Auld (Vice-Chairman)
Councillors Teresa Ball, Nicholas Bennett J.P., Kevin Brooks, Lydia Buttinger,
Ellie Harmer, Charles Joel and Alexa Michael

A meeting of the Plans Sub-Committee No. 3 will be held at Bromley Civic Centre on
THURSDAY 23 OCTOBER 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

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

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

Copies of the documents referred to below can be obtained from
<http://cbs.bromley.gov.uk/>

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 28 AUGUST 2014**
(Pages 1 - 18)
- 4 PLANNING APPLICATIONS**

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

Report No.	Ward	Page No.	Application Number and Address
4.1	Bromley Common and Keston	19 - 32	(14/03021/FULL1) - Keston CE Primary School, Lakes Road, Keston.
4.2	Bickley	33 - 38	(14/03285/RECON) - Scotts Park Primary School, Orchard Road, Bromley.

SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.3	Clock House	39 - 52	(13/04190/FULL1) - Phoenix House, 244 Croydon Road, Beckenham.
4.4	Farnborough and Crofton	53 - 60	(14/01868/FULL1) - Salcombe, Farnborough Common, Orpington.
4.5	Hayes and Coney Hall	61 - 72	(14/01873/FULL1) - Isard House, Glebe House Drive, Hayes.
4.6	Bickley	73 - 84	(14/02128/FULL1) - Little Moor, Chislehurst Road, Chislehurst.
4.7	Hayes and Coney Hall	85 - 88	(14/02190/FULL1) - Park House Rugby Football Club, Barnet Wood Road, Hayes.
4.8	Chislehurst	89 - 94	(14/02447/FULL1) - 51-53 High Street, Chislehurst.

4.9	Hayes and Coney Hall	95 - 100	(14/02529/FULL1) - 85 Baston Road, Hayes.
4.10	Clock House	101 - 106	(14/02678/FULL6) - Penceat Court, 17 Bourdon Road, Penge.
4.11	Plaistow and Sundridge	107 - 116	(14/02727/FULL1) - 49 Park Avenue, Bromley.
4.12	Darwin	117 - 122	(14/02900/FULL1) - Land known as Jenny's Field, Blackness Lane, Keston.
4.13	Orpington	123 - 126	(14/02945/FULL6) - 23 Wyvern Close, Orpington.
4.14	Hayes and Coney Hall	127 - 130	(14/03029/FULL6) - Cheren, Pickhurst Lane, West Wickham.
4.15	Cray Valley East	131 - 138	(14/03092/FULL1) - First Centre West Buses Ltd, Faraday Way, Orpington.
4.16	Chislehurst Conservation Area	139 - 142	(14/03229/FULL2) - 16A High Street, Chislehurst.

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

Report No.	Ward	Page No.	Application Number and Address
4.17	Bromley Common and Keston	143 - 154	(14/01818/ELUD) - Hasells Nursery, Jackson Road, Bromley.
4.18	Bromley Common and Keston	155 - 162	(14/02100/FULL1) - 5 The Drift, Bromley.
4.19	Orpington	163 - 166	(14/02722/FULL6) - 103 Eton Road, Orpington.
4.20	Chislehurst Conservation Area	167 - 170	(14/02786/FULL6) - Garden Cottage, The Glebe, Chislehurst.
4.21	Farnborough and Crofton	171 - 174	(14/02909/FULL6) - 2 Arden Grove, Orpington.
4.22	Mottingham and Chislehurst North	175 - 178	(14/03004/FULL1) - Duke of Kent Court Bowls Club, Dunkery Road, Mottingham.

4.23	Bickley	179 - 186	(14/03101/FULL6) - High Trees, Chislehurst Road, Chislehurst.
4.24	Hayes and Coney Hall	187 - 190	(14/03183/FULL6) - 1 Cherry Walk, Hayes.
4.25	Chelsfield and Pratts Bottom	191 - 196	(14/03291/FULL6) - Pentlow, Rushmore Hill, Orpington.
4.26	Bromley Common and Keston Conservation Area	197 - 206	(14/03351/FULL6) - 17 Forest Ridge, Keston.
4.27	Petts Wood and Knoll	207 - 212	(14/03469/PLUD) - 27 West Way, Petts Wood.

5 CONTRAVENTIONS AND OTHER ISSUES

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

6 TREE PRESERVATION ORDERS

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

PLANS SUB-COMMITTEE NO. 3

Minutes of the meeting held at 7.00 pm on 28 August 2014

Present:

Councillor Katy Boughey (Chairman)
Councillor Douglas Auld (Vice-Chairman)
Councillors Teresa Ball, Nicholas Bennett J.P., Kevin Brooks,
Lydia Buttinger, Ellie Harmer, Charles Joel and Alexa Michael

Also Present:

Councillors Russell Mellor, Peter Morgan and Stephen Wells

9 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

All Members were present.

10 DECLARATIONS OF INTEREST

There were no declarations of interest reported.

11 CONFIRMATION OF MINUTES OF MEETING HELD ON 3 JULY 2014

RESOLVED that the Minutes of the meeting held on 3 July 2014 be confirmed.

12 PLANNING APPLICATIONS

SECTION 1

(Applications submitted by the London Borough of Bromley)

12.1 BICKLEY

(14/01903/FULL1) - Bickley Primary School, Nightingale Lane, Bromley.

Description of application – Erection of a detached garage/storeroom to front of Bickley Primary School.

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.

**12.2
COPERS COPE**

(14/02230/FULL1) - Worsley Bridge Junior School, Brackley Road, Beckenham.

Description of application – Demolition of existing outbuildings and construction of a two storey classroom wing, single storey staff room extension to the rear and hall extension to the front, enlargement of staff car park and associated external works.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor Russell Mellor, 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.

**12.3
COPERS COPE**

(14/02321/RECON) - Worsley Bridge Junior School, Brackley Road, Beckenham.

Description of application – Retention of temporary classroom permitted under ref. 13/01898/FULL1 until no later than 12th August 2015.

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

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 1.

**12.4
CHISLEHURST
CONSERVATION AREA**

(14/02396/FULL1) - Red Hill Primary School, Red Hill, Chislehurst.

Description of application - Single storey extension to existing toilets.

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.

**12.5
COPERS COPE**

(14/02544/RECON) - Clare House Primary School, Oakwood Avenue, Beckenham.

Description of application – Temporary single storey classroom block with entrance lobby, toilets and class stores, plus associated external works including canopy, ramp, steps and fences.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor Russell Mellor, 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.

SECTION 2

(Applications meriting special consideration)

12.6 KELSEY AND EDEN PARK

(13/03889/FULL1) - The Rising Sun, 166 Upper Elmers End Road, Beckenham.

Description of application – Demolition of existing buildings and erection of a 3 storey block with 400sqm of commercial floorspace (Class A1), 1 two bedroom and 1 one bedroom flats on the ground floor, 14 two bedroom flats above, revised vehicular access, 11 car parking spaces and servicing arrangements for the commercial use and 16 residential car parking spaces, commercial and residential cycle storage, refuse store for the residential units and associated landscaping.

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

Members having considered the report, objections, and representations, **RESOLVED that PERMISSION BE GRANTED SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT regarding the relocation of a bus shelter, the loss of revenue for two pay and display bays, a healthcare and education contribution and provision of wheelchair housing and affordable housing** and 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. The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water

run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

REASON: To reduce the impact of flooding both to and from the proposed development and third parties.

3. 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.

4. Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

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

5. 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.

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. Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

8. No windows or doors additional to those shown on the permitted drawings shall at any time be inserted in the flank or rear elevations of the development hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

9. The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

REASON: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

10. The premises shall be used for A1 retail floorspace and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: In order to ensure that the proposal contributes to the range of local services and contributes to the vitality of the area, in order to comply with Policy S5 of the Unitary Development Plan.

11. The retail unit hereby permitted shall not operate before 07:30 and after 23:00 on any day.

REASON: In order to comply with Policy BE1 and in the interest of the amenities of the area.

12. No movement of vehicles shall take place on the site on any Sunday or Bank Holiday, nor Xmas Day or Good Friday nor before 07.30 hours or after 19.00 hours on any other day.

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

13. No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best

practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority. REASON: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

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

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

15. Details of the glazing and ventilation to be installed (to achieve compliance with BS8233:2014) shall be submitted to the Local Planning Authority for approval. Once approved the details shall be fully implemented prior to the use commencing and permanently maintained thereafter.

REASON: In the interest of residential and visual amenity, and to comply with Policy BE1 of the Unitary Development Plan.

16. A scheme for protecting the residential dwellings from noise arising from activities within the commercial premises shall be submitted to and approved in writing by or on behalf of the Local Planning Authority. Before the development commences the scheme shall be fully implemented and sound transmission tests shall be carried out by a competent person to demonstrate compliance with the approved scheme. The results shall be submitted to the Local Planning Authority and the approved scheme shall be permanently maintained thereafter.

REASON: In the interest of residential amenity, and

to comply with Policy BE1 of the Unitary Development Plan.

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

REASON: In the interest of residential amenity, and to comply with Policy BE1 of the Unitary Development Plan.

18. The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh.

REASON: To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan).

19. An electric car charging point shall be provided to a minimum of 20% of residential car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces.

REASON: To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan and in line with Policy 6.13 of the London Plan).

12.7 CLOCK HOUSE

(13/04190/FULL1) - Phoenix House, 244 Croydon Road, Beckenham.

Description of application - Demolition of existing building and erection of 6 x three bedroom and 2 x five bedroom dwellings.

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

Members having considered the report, objections and representations, accepted the principle of development on the site and **RESOLVED that the application BE DEFERRED**, without prejudice to any

future consideration to delete two houses from the scheme (Plots 3 & 4), and to increase the side space between the houses and to re-orientate the dwellings at Plots 1 & 2 and Plots 5 & 6 by 90 degrees.

**12.8
WEST WICKHAM**

(14/00731/FULL1) - 42 High Street, West Wickham.

Description of application – Single storey, rear extension to Nos 44 and 46 High Street and adjoining 3 storey block to rear comprising 4 one bedroom and 2 two bedroom flats.

Oral representations in objection to and in support of the application were received at the meeting. It was reported that the application had been amended by documents received on 28 April and 21 August 2014.

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

1. The proposal would result in an unsatisfactory form of unrelated terracing injurious to the appearance and spatial standards of the area and contrary to Policies BE1 and H9 of the Unitary Development Plan.
2. The proposal would be seriously detrimental to the prospect and amenities enjoyed by the occupiers of neighbouring residential properties by reason of loss of outlook and visual impact, contrary to Policy BE1 of the Unitary Development Plan.
3. The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces and would be out of character with the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.
4. The proposal lacks adequate on-site parking provision, in the absence of which the development is likely to lead to the displacement of vehicles to surrounding streets which are already subject to parking congestion, prejudicial to the free flow of traffic and conditions of general safety in the area, thereby contrary to Policies T3 and T18 of the Unitary Development Plan.

**12.9
CRAY VALLEY WEST**

(14/00809/FULL1) - Grays Farm Production Village, Grays Farm Road, Orpington

Description of application – Demolition of the existing buildings and redevelopment to provide a 75 bedroom care home with landscaping and associated car parking.

Oral representations in support of the application were received at the meeting. Comments from Councillor Bob Evans, Portfolio Holder for Care Services, in objection to the application were reported and circulated to Members.

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

**12.10
CRYSTAL PALACE
CONSERVATION AREA**

(14/01099/FULL1) - 5 Tudor Road, Anerley.

Description of application amended to read, "Two storey side extension with continuation of coach house/front of house parapet level around side and rear, side porch, replacement windows to coach house, relocation of external staircase and new external staircase and internal alterations, together with reconfiguration of existing flats".

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.

**12.11
PENGE AND CATOR**

(14/01657/FULL1) - 51 High Street, Penge.

Description of application – First, second, and third floor rear extension and change of second floor to 1 two bedroom flat with internal alterations.

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 with a further condition to read:-

"4. Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity

aspects.”

**12.12
KELSEY AND EDEN PARK**

(14/01717/FULL1) - David Lloyd Leisure, Stanhope Grove, Beckenham.

Description of application – New outdoor swimming pool, pool terrace, reconfiguration of existing car park area and associated external works.

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

“9. A replacement tree or trees of sizes and species to be agreed in writing by the Local Planning Authority shall be planted in such positions as shall be agreed by the Authority within 12 months of the removal of the trees. Any replacement tree which dies, is removed or becomes seriously damaged or diseased within 5 years of the date of this consent shall be replaced in the next planting season with another of similar size and species to that originally planted.

REASON: In order to comply with Policy NE8 of the Unitary Development Plan and in the interest of the visual amenities of the area.”

**12.13
SHORTLANDS**

(14/01816/FULL1) - 38 Valley Road, Shortlands.

Description of application – Second floor rear extension to No 38 Valley road and second floor rear extension to provide additional habitable space and roof terrace to Flat B, 40 Valley Road.

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 with two further conditions to read:-

“4. The extensions hereby permitted shall be commenced at the same time.

REASON: In order to comply with Policy BE1 and H8 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

5. Before the development hereby permitted is first occupied, the proposed balcony screen on the flank elevation shall be obscure glazed to a minimum of privacy level 3 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.”

**12.14
CHELSFIELD AND PRATTS
BOTTOM**

**(14/02028/FULL6) - 51 Glentrammon Avenue,
Orpington.**

Description of application – First floor side 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.

**12.15
HAYES AND CONEY HALL**

**(14/02038/FULL1) - Land Adjacent to 16A
Lawrence Road, West Wickham.**

Description of application – Erection of detached double garage with associated access on to Lawrence Road.

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

“7. Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

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

8. 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 buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

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

**12.16
BROMLEY COMMON AND
KESTON**

**(14/02194/ADV) - 91-101 Bromley Common,
Bromley.**

Description of application – Nine internally illuminated fascia signs, one non-illuminated wall sign, one internally illuminated freestanding totem sign, one

non-illuminated freestanding directional sign, and one internally illuminated entrance sign.

It was reported that Environment Health had no objections to the application.

Members having considered the report, objections and representations, **RESOLVED that ADVERTISEMENT CONSENT be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with an amendment to Condition 9 and two further conditions to read:-

“9. The luminance output of the internally illuminated entrance sign (Sign B) shall not exceed 200 candelas per square metre from any part of the sign.

REASON: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.

12. The luminance level of sign A shall be no greater than the details indicated with the submitted application.

REASON: In the interests of visual amenities of the area.

13. The existing totem pole sign shall be removed from the site in accordance with the submitted plans.

REASON: In the interests of visual amenities of the area.”

**12.17
BICKLEY**

(14/02332/FULL1) - 2 Blackbrook Lane, Bickley.

Description of application – Demolition of existing dwelling and erection of two semi-detached houses.

Oral representations in support of the application were received at the meeting. It was noted that on page 121 of the Chief Planner’s report the penultimate sentence of the first paragraph should be amended to read, ‘In terms of the streetscene, whilst the proposed development would be taller than the properties to the north, given that the site is a corner plot is considered that on balance, the additional height would not unduly harm the streetscene.’

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

“14. Details of the proposed slab levels of the building(s) and the existing site levels shall be

submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

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

**12.18
PETTS WOOD AND KNOLL**

(14/02494/FULL6) - 7 Princes Avenue, Petts Wood.

Description of application - Part one/two storey front/side and rear extension and roof alterations to incorporate rear dormer extension (amendment to ref 13/01976) RETROSPECTIVE.

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

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

1. The rear dormer constitutes an obtrusive “top-heavy” feature, incongruous in appearance, and fails to preserve or enhance its setting and views into and out of The Chenies Conservation Area which adjoins the site, thereby contrary to Policy BE13 of the Unitary Development Plan.

IT WAS FURTHER RESOLVED that ENFORCEMENT ACTION BE AUTHORISED for the removal of the rear dormer and for it to be held in abeyance for eight weeks to allow the applicant to [submit an alternative design](#).

SECTION 3

(Applications recommended for permission, approval or consent)

**12.19
PLAISTOW AND
SUNDRIDGE**

(14/01529/FULL6) - Treesway, Lodge Road, Bromley.

Description of application – Increase in roof height to include front dormer and elevational alterations, two storey rear, part one/two storey sides and first floor and single storey front extensions (Revision to planning reference 13/00074 to include additional ground floor rooflights, additional second floor rooflights. Rooflights to garage with barn hip ends. Widening of front elevational windows and correction to boundary location) RETROSPECTIVE APPLICATION.

Oral representations in support of the application were received. Oral representations from Ward Member,

Councillor Peter Morgan, were received at the meeting. The Chief Planner's representative confirmed that objections to the application had been received that had been considered as part of the report and that photographs and objections from an objector had been circulated to Members.

Councillor Peter Morgan requested that if permission was granted that an enforcement officer make frequent site visits to monitor progress on the site. Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with the deletion of Conditions 3, 4, 5 and 6 and the addition of two further conditions to read:-

"9. Within two months of the date of decision notice all flank windows shall be incapable of being opened and shall be obscure glazed to a minimum of privacy level 3 (using five levels of privacy with 5 providing the most obscure in line with the Permitted development for householders - Technical guidance) 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.

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

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

**12.20
BROMLEY COMMON AND
KESTON**

(14/02458/VAR) - 137 Hastings Road, Bromley.

Description of application – Variation of condition 2 of planning permission ref: 13/01136 (single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation on Monday to Wednesday 9am to 6pm, Thursday to Friday 9am to 7pm, Saturday 9am to 6pm and Sunday 11am to 4pm.

THIS REPORT WAS WITHDRAWN BY THE CHIEF PLANNER.

**12.21
CRAY VALLEY EAST
CONSERVATION AREA**

(14/02746/FULL1) - St Joseph's House, 312 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 houses).

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 and informatives set out in the report of the Chief Planner.

SECTION 4

(Applications recommended for refusal or disapproval of details)

**12.22
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

(14/01790/FULL1) - 19 Heathfield Road, Keston.

Description of application – Two storey detached one bedroom dwelling on land rear of 19 Heathfield Road, Keston.

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.

**12.23
COPERS COPE**

(14/02076/FULL1) - 7 Courtenay Drive, Beckenham.

Description of application – Erection of detached two-storey, 3 bedroom dwelling house, with detached single garage and associated residential curtilage.

THIS REPORT WAS WITHDRAWN BY THE APPLICANT.

**12.24
FARNBOROUGH AND
CROFTON**

(14/02422/FULL6) - 1 Brickfield Farm Gardens, Orpington.

Description of application – Single storey rear extension.

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

13 CONTRAVENTIONS AND OTHER ISSUES

**13.1
BROMLEY COMMON AND
KESTON**

(DRR14/074) - 15 Oakley Drive, Bromley.

The Chief Planner's Representative said that a site visit had taken place that day and photographs had been taken and circulated to Members .

Members having considered the report, **RESOLVED** that **ENFORCEMENT ACTION BE AUTHORISED** to tidy the site but to be held in abeyance for four weeks pending improvement in the condition of the site.

**13.2
SHORTLANDS**

(DRR14/081) - 2 Wickham Way, Beckenham.

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

Members having considered the report and representations, **RESOLVED that the matter BE DEFERRED**, without prejudice to any future consideration to request that the applicant to make a submission of details pursuant to the condition to show the installation of wooden window frames within street-facing elevations.

The Meeting ended at 9.38 pm

Chairman

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

Application No : 14/03021/FULL1

Ward:
**Bromley Common And
Keston**

Address : Keston Church Of England Primary
School Lakes Road Keston BR2 6BN

OS Grid Ref: E: 541578 N: 164419

Applicant : Mrs Julia Evison

Objections : YES

Description of Development:

Construction of a single storey Early Years Foundation Stage classroom extension with enclosed play area and external canopy to the south east side of the existing school building, additional car parking, bin store and associated external works.

Key designations:

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

Proposal

Permission is sought for the construction of a single storey Early Years Foundation Stage classroom extension with enclosed play area and external canopy to the south east side of the existing school building, additional car parking, bin store and associated external works.

The proposal entails an extension (185m² GFA) to the school to provide a dedicated facility for the Foundation stage early years provision for the existing class. This is achieved by a single storey extension to the south east corner of the building facing the playing field measuring 12.4m deep, 16.2m wide and 3.3m high and includes foundation stage toilets, cloaks area, a central resource space, storage areas and additional pupil toilets including an accessible WC/hygiene room.

Externally a timber fence enclosed foundation breakout/play space with covered canopy is indicated to the to rear elevation of the extension. The existing hard play area will be extended and resurfaced to the south of the extension. An extension of the parking area to provide five additional parking spaces will lead of the existing

parking area. Two further spaces are provided via relocation of the bin store, totalling an additional seven extra parking spaces provided.

The application documents explain that the additional classrooms would provide a dedicated space for the bulge reception class admitted to the school in September 2012 and currently being taught in the open resource area ('The Dome'). The School currently has one form of entry with 246 pupils places which are supported by around 9 full time and 17 part time staff. The number of pupils and staff will remain the same as an result of the proposals.

The application states that the provision of temporary buildings is not acceptable to the school and LEA as this is wasted capital in terms of temporary building enabling works and ongoing hire costs (or if purchased there is a considerable depreciation of asset value). A permanent Early Years facility will enable the school to reconfigure class locations when the bulge classes have moved through the school years, and enable resource and small group spaces to be provided to further improve the schools teaching facilities.

Location

Keston Church of England Primary School is located at the end of Lakes Road set behind gates and landscaping. The school buildings are single storey and brick built. Lakes Road is primarily residential with the village centre to the west. To the east are open fields.

The site is located outside of the Keston Village conservation area and is located adjacent to the Metropolitan Green Belt.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and a large number of representations were received:

Representations objecting to the proposal are summarised as follows:

- Severe traffic problems / inadequate infrastructure to handle additional traffic / limited highway visibility / poor access and egress down narrow and unmade roads with a lack of pavements / no improvements proposed to deal with extra traffic / detrimental impact on highway and pedestrian safety / roads in poor condition
- Parking - increased demand for on-street parking / inadequate car parking in Lakes Road, Keston Avenue, Keston Gardens, Windmill Drive and other surrounding roads / parents dropping off and picking up children deprive local residents of parking outside their houses and block access to driveways / parking in surrounding roads has led to confrontation / parents use parking spaces intended for customers at local business / servicing and deliveries to local houses are prevented by school traffic / residents prevented from leaving homes which is illegal / additional car parking spaces are inadequate / proposed car parking is for staff and neglects needs of parents.

- Peak periods cause severe congestion in Lakes Road, Keston Avenue and Windmill Drive. Increase in traffic will cause more gridlock.
- Emergency vehicles access - problematic / will become even more difficult, compromising health and safety
- Seeks permanent structure for temporary expansion bulge class. Temporary structure should be used.
- The fact that application has been reduced demonstrates residents legitimate concerns.
- Transport Statement is cut and paste from previous schemes with content disproved and discredited by local residents. Consideration still needed for on going chronic parking and congestion issues.
- Underlying intention of this application is to create a permanent additional class with knock on effects to parking and congestion in the area.
- Increase in pupil numbers has had a severe increase in noise and disturbance from the school. School is not appropriate for enlargement in any shape and form.
- Keston Primary School is not appropriate for further development.
- Many comments have stated that the applications submitted are by stealth in order to eventually get a bigger school and wear down opposition.
- The village does not need a bigger school for village residents. Pupils from further afield are the only reason. Measures should be put in place to provide schools where they are actually needed.

Representations in support of the application have been received which can be summarised as follows:

- A number of residents have commented that while the issues relating to parking and congestion in the area still remain a severe problem on local roads, the solution to rationalise the existing school and spaces to provide better facilities is welcomed as long as this does not act as a precursor to extend the school further in the future.
- Many comments have stated that the dome is inadequate as a teaching space. A proper and fit for purpose teaching facility is required.
- Many comments have stated that Bromley should consider this a moral priority to provide for its children
- Bulge class been in place for two years. Appropriate accommodation needs to be provided. Children's education will suffer otherwise.
- Too much weight given to small number of objectors but not the pro children attitude of the majority.
- School is tired and needs updating.
- A dedicated Early Years classroom with outdoor space is long overdue.
- The use of the Dome for a classroom is not acceptable. A dedicated classroom is needed and the library returned for that use.

A representation from the Keston Village Resident's Association (KVRA) has been received.

The objections summarised above include the concerns from the Keston Village Resident's Association (KVRA). The report also details inaccuracies and

discrepancies in the submitted Transport Statement and highlights the steps residents consider necessary to improve safety of vehicles and residents in the village and concludes that the latest planning application be permitted only on condition that the number of pupils are limited to 240 and that the local authority transport department is required to carry out road and pedestrian traffic improvements in consultation with the local residents who are represented By Keston Village Residents Association and the Friends of Keston Common.

Comments from Consultees

The Council's Education and Care Services department support the application. The proposed works will provide Keston CE Primary School with a single additional classroom. This application is not associated with increasing the number of pupils at the school but will allow the 'bulge class' admitted in 2012 to be moved from the school's second hall and be taught in suitable classroom accommodation. The scheme also provides for 5 additional on-site parking spaces that will reduce pressure for on street parking on Lakes Road.

The Council's Highways Engineer has provided comments including the following points:

The proposal entails a small extension (185m² GFA) to the school to provide improved facilities including a new classroom for an existing class which currently uses an area of the school that is not entirely suitable. The School currently has one form of entry with 246 pupils places which are supported by around 9 full time and 17 part time staff. The number of pupils and staff will remain the same as result of the proposals.

Access- There is a single access into the site from Lakes Road for both pedestrians and vehicles. Pedestrian's access is separated from vehicles by a footpath running alongside Lakes Road.

Parking- The car park currently provides 15 spaces for vehicles, however, the car park layout will be rationalised and an additional 7 spaces will be provided to help accommodate all staff vehicles and visitors on site (according to the Travel Plan 18 staff currently drive). The additional spaces will help prevent staff and visitors from parking on the surrounding highway.

There are currently 20 secure and covered cycle parking spaces provided for pupils and staff.

Servicing- There is one refuse collection per week associated with the school. Refuse vehicles arrive at 7am on Monday to minimise conflict with school children and it is proposed this arrangement will continue at the new school site (no increase in vehicles).

In summary, the proposal will not generate any additional traffic and therefore will result in a no effect on the local highway network.

From a Drainage perspective it has been advised that there is no public surface water sewer near to the site. Surface water will therefore need to be drained to soakaways.

The Councils Environmental Health Officer has no objections to planning permission being granted.

Thames Water have no objections to planning permission being granted.

The Crime Prevention Officer has no objection subject to the inclusion of measures to reduce the risk of crime. A standard planning condition can secure this.

Planning Considerations

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

- BE1 Design of New Development
- NE7 Development and Trees
- G6 Land Adjoining Green Belt or Metropolitan Open Land
- C7 Educational and Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

London Plan

- 3.18 Education facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable Design and Construction.
- 5.7 Renewable Energy
- 5.13 Sustainable Drainage
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking.
- 7.2 An Inclusive Environment.
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.21 Trees and woodlands
- 8.3 Community infrastructure levy

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

83/02612/LBB - Detached single storey sports pavilion. Approved 1/12/1983

86/00013/LBB - Erection of 5 bay mobile classroom for educational purposes. Approved 20/02/1986

89/03641/FUL - Retention of mobile class room. Approved 1/2/1990.

94/02983/FUL - Retention of mobile classroom (renew of permission 89/03641) - Approved 1/2/1995

03/03572/DEEM3 - Erection of mono-pitch roof within courtyard - Approved 18/12/2003

05/03690/DEEM3 - Amphitheatre and extension to existing playground. Approved 9/11/2005.

06/03298/FULL1 - Cycle store. Approved 18/10/2006

07/01977/DEEM3 - Single storey front extension. Approved 17/9/2007

08/03712/FULL1 - Erection of 2 canopies at front entrance of school. Approved 8/1/2009

12/03819/FULL1 - Single storey extension to provide 2 classrooms, play area with canopy, extension of parking area to provide 7 additional spaces, bin store and associated external works. Withdrawn 30.04.2013

13/01666/FULL1 - Single storey classroom extension, enclosed play area with canopy, artificial grass play area, additional car parking, bin store and associated works. Withdrawn 27.08.2014

14/01813/FULL1 - Glazed entrance canopy and modification of ramp. Approved 5/8/2014

Conclusions

Local residents have expressed concern that the proposal is intended to facilitate the permanent expansion of the school to two form entry. This does not form part of this planning application which seeks consent for a classroom extension to accommodate the existing bulge class only.

Therefore the main planning considerations relevant to this application are:

- The principle of the proposed additional classroom building and extensions.

- The design and appearance of the proposed scheme and the impact of these alterations on the character and appearance of the existing school buildings and the locality as an area adjacent to the Green Belt.
- The impact of the scheme on the residential amenity of neighbouring properties.
- Traffic, parking and servicing.
- Sustainability and Energy.
- Ecology and Landscaping.

Principle of Development

Policy C1 is concerned with community facilities and states that a proposal for development that meets an identified education needs of particular communities or areas of the Borough will normally be permitted provided the site is in an accessible location.

Policy C7 is concerned with educational and pre school facilities and states that applications for new or extensions to existing establishments will be permitted provided they are located so as to maximise access by means of transport other than the car.

The addition of and use of the new buildings to enhance the existing teaching facilities at the school is therefore in line with policy. The use should also be located in an appropriate place that both contributes to sustainability objectives and provides easy access for users.

Policy G6 is concerned with land adjacent to the Green Belt as in this case. As such a development proposal on land abutting the Green Belt will not be permitted if it is detrimental to the visual amenity, character or nature conservation value of the adjacent designated area.

In this regard the Council will weigh up any benefits being offered to the community. The proposal would, by reason of its scale, siting and size, not unduly impair the adjacent Green Belt land.

Design

Paragraph 63 of the NPPF states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 131 states that 'in determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Policy BE1 requires that new development is of a high standard of design and layout which complements the surrounding area and respects the amenities of the occupants of nearby buildings.

The proposed extension to the school is located to the rear of the building and would not be visible from Lakes Road. The extension is designed to match the existing building and it is considered to be of an acceptable appearance. It will not

be unduly visible from the adjacent Green Belt due to the separation distance and boundary screening and will therefore not result in harm to its character and visual amenities.

The proposed canopy will appear lightweight on the rear elevation and will result in minimal impact when viewed from the surrounding playing fields.

It is proposed to demolish an unsightly refuse enclosure to the front elevation to create 2 parking bays and extend the hard standing partly across an underutilised area of grass. The adjacent trees will be retained and it is considered that the additional car parking spaces will not result in a harmful visual impact. A timber bin store will be provided adjacent to the proposed parking and this will be a small scale structure resulting in a minimal visual impact.

Residential Amenity and Impact on Adjoining Properties

Policy BE1 also requires that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

In terms of neighbouring residential amenity it is considered that there would be no significant impact on the privacy and amenity of adjoining occupiers in terms of loss of light and outlook, siting and position of the extended buildings.

The extension will be located closest to Nos. 6 and 7 Grays Park Close. It will be sited approximately 26m from the boundary of these properties with a separation of approximately 42m to No6 and 41m to No7 respectively to their rear elevations. In view of the degree of separation and boundary screening it is considered that there will not be undue harm to the residential amenities of these properties.

Highways and Traffic Issues

The school is accessed via Lakes Road for both vehicles and pedestrians. Residential properties line both edges of Lakes Road with crossovers onto the highway. Objectors have raised concerns that the proposed expansion of the school will have a detrimental impact upon parking, access and safety within Lakes Road, Keston Avenue and Heathfield Road in particular.

A Transport Statement has been submitted, the contents of which have been reviewed by the Council's Highway's Officer who has advised the proposal will not generate any additional traffic and therefore will result in no effect on the local highway network.

It is noted that that the Keston Village Residents Association (KVRA) have commissioned their own transport survey previously. Whilst this report reaches differing conclusions, on balance, the vehicular traffic associated with the works now proposed will not alter the pupil or staff numbers and therefore would not be unacceptable on these grounds. Moreover, it is proposed that 7 additional car

parking spaces are provided on site to accommodate staff vehicles and visitors where these may currently park on Lakes Road or surrounding public roads.

As such it is not considered that the proposal would have any significant effect on highway safety subject to planning conditions to provide more information. This is in respect of construction and logistics, car parking layout and management, secure cycle storage, travel plan review.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

The scheme is a major application due to the large site area and therefore is required by Policy 5.2 of the London Plan to achieve a 40% reduction in carbon emission on 2010 Building Regulations between 2013 and 2016.

However, in this case given the scale and small size of the extended area (approximately 15% of the footprint area of the school) it is considered unrealistic for the school to be able to comply with this criteria in this case.

Ecology and Landscaping

Minor landscaping works are proposed that generally include an adaption of hard play area to suit the new extension, the secure foundation play area and an extension to the staff car park.

No trees have been identified to be removed or pruned. The Council's Tree officer has not commented at the time of writing. However, it is considered prudent that planning conditions can ensure protection of trees during construction.

An Extended Phase 1 Habitat Report has been submitted. The findings do not raise any significant issues and no objection is raised in this regard.

Land contamination and Site Investigation

A Site Investigation report by agb Environmental Ltd has been submitted to the Council as part of the application. The Environmental Health Officer has reviewed the information and commented that they would generally concur with the findings, dependant on the basis of the submissions, assurances and accuracies presented and limitations stated. However, in view of the very sensitive nature of the receptor group utilising this site i.e. young children and the stated limitations of the report; it is suggested that further investigation and delineation is undertaken. In respect of the standard site contamination condition the submission in terms of a desk top study is considered acceptable while further information is only required, if during the works on site any suspected contamination is encountered This can be detailed by way of an Informative in this case.

Plant Installation

An assessment of proposed plant installation has been submitted based on a worse case scenario in respect of noise attenuation due to the design of such an installation not being known at this point. No objections have been raised by the Environmental Health Officer in this regard.

Summary

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.

This application has been considered in the light of policies set out in the development plan and other material considerations

On balance, it is considered that the proposal represents a sustainable form of development in accordance with the aims and objectives of adopted development plan policies. The proposed extension is considered to be of appropriate scale, mass and design and relate well to its context in the locality. The proposal would provide a good standard of accommodation for the expansion of the school in a suitable location. It is not considered that the proposal would have an unacceptable impact on the local highway network, on the visual amenity in the locality or the amenity of neighbouring occupiers and the scheme is therefore considered acceptable.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA05
ACA05R | Landscaping scheme - implementation
Reason A05 |
| 3 | ACB01
ACB01R | Trees to be retained during building op.
Reason B01 |
| 4 | ACB02
ACB02R | Trees - protective fencing
Reason B02 |
| 5 | ACB03
ACB03R | Trees - no bonfires
Reason B03 |
| 6 | ACB04
ACB04R | Trees - no trenches, pipelines or drains
Reason B04 |
| 7 | ACB16
ACB16R | Trees - no excavation
Reason B16 |

8	ACC04	Matching materials
	ACC04R	Reason C04
9	ACD02	Surface water drainage - no det. submitt
	AED02R	Reason D02
10	ACH03	Satisfactory parking - full application
	ACH03R	Reason H03
11	ACH16	Hardstanding for wash-down facilities
	ACH16R	Reason H16
12	ACH22	Bicycle Parking
	ACH22R	Reason H22
13	ACH28	Car park management
	ACH28R	Reason H28
14	ACH29	Construction Management Plan
	ACH29R	Reason H29
15	ACH30	Travel Plan
	ACH30R	Reason H30
16	ACH32	Highway Drainage
	ADH32R	Reason H32
17	ACI21	Secured By Design
	ACI21R	I21 reason
18	ACK01	Compliance with submitted plan
	ACK05R	K05 reason
19	ACK03	No equipment on roof
	ACK03R	K03 reason

INFORMATIVE(S)

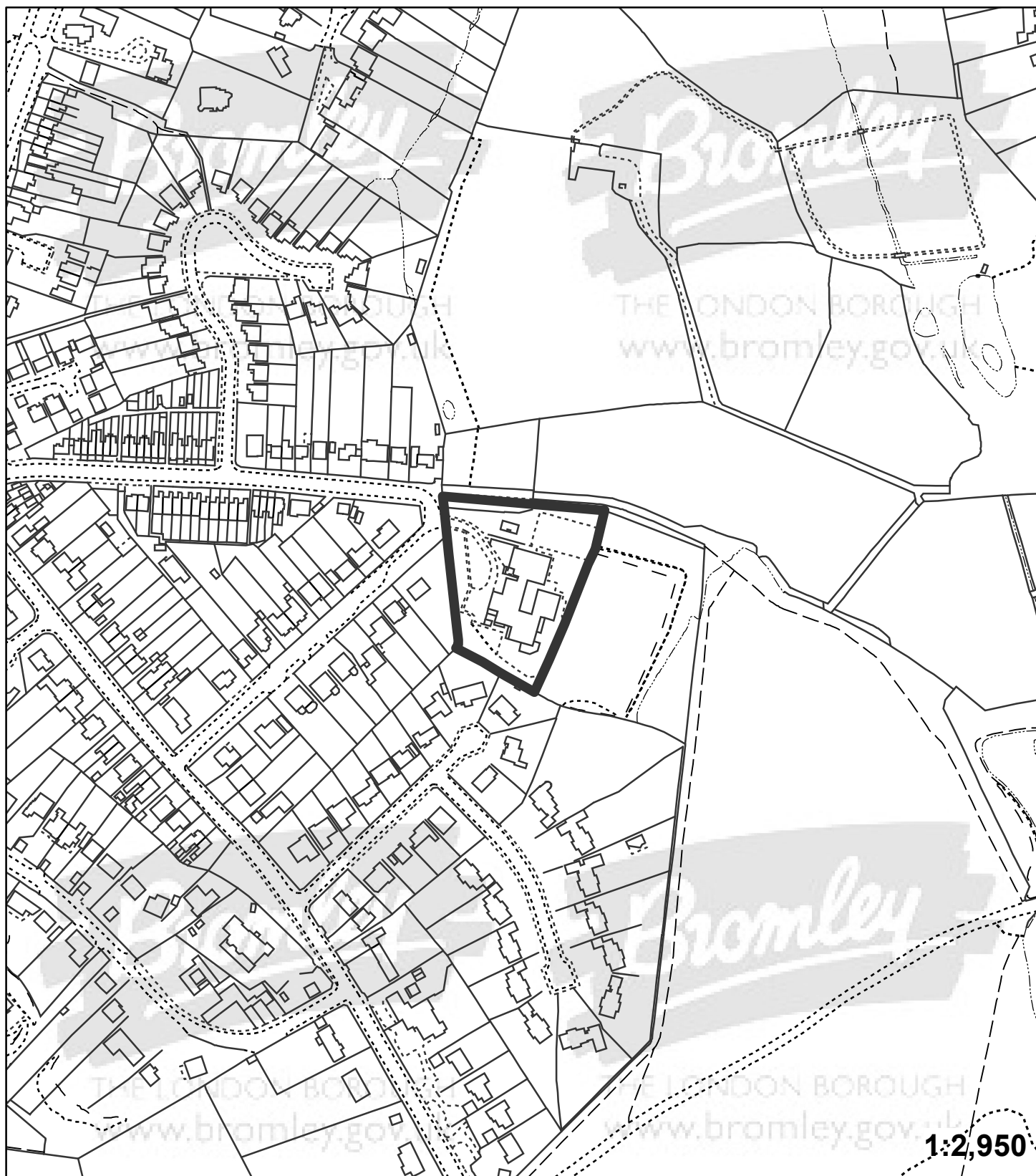
- 1 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 2 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 3 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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

Application:14/03021/FULL1

Address: Keston Church Of England Primary School Lakes Road
Keston BR2 6BN

Proposal: Construction of a single storey Early Years Foundation Stage classroom extension with enclosed play area and external canopy to the south east side of the existing school building, additional car parking, bin store and associated external works.



"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 '1' – Applications submitted by the London Borough of Bromley

Application No : 14/03285/RECON

Ward:
Bickley

Address : Scotts Park Primary School Orchard
Road Bromley BR1 2PR

OS Grid Ref: E: 541341 N: 169948

Applicant : Mrs Amanda Buck

Objections : NO

Description of Development:

Variation of condition 8 of permission 13/01900/FULL1 granted for erection of a single storey temporary classroom building to retain classroom until October 17th 2016.

Key designations:

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

Proposal

Permission is sought for the retention of a temporary single storey classroom building until October 17th 2016.

Planning permission was granted for the erection of a single storey temporary building that provides 2 additional classrooms for the school on October 23rd 2013 (ref. 13/01900). The permission was subject to a condition which states:

The permission hereby granted shall be for a limited period only, expiring no later than October 17th 2014, and the use shall cease and the building shall be removed from the site prior to that date unless otherwise agreed in writing with the Local Planning Authority.

The applicant has advised that they are currently preparing proposals for the permanent expansion of Scotts Park Primary School. They have completed a feasibility study and over the coming months will be looking to prepare and submit expansion proposals with construction to be completed by September 2016, hence they have requested the current application is extended by a further 2 years.

Location

The site is located on the north side of residential properties on Orchard Road. To the south and east are residential properties and to the north and west are woodland and allotments respectively. The site is to the east of the junction of Orchard Road, Plaistow Lane and Upper Park Road.

Comments from Local Residents

Nearby properties were notified and no representations have been received

Comments from Consultees

No consultations have been undertaken.

Planning Considerations

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

- BE1 Design of New Development
- NE7 Development and Trees
- G8 Urban Open Space
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

The National Planning Policy Framework 2012 is also relevant.

Planning History

The site has been the subject of numerous previous relevant applications, the most recent of which is the erection of a single storey classroom granted permission on October 23rd 2013.

Conclusions

The main issues to be considered are the impact of retaining the existing buildings for a further 12 months.

The buildings are currently in use by the school and their removal ahead of the completion of the permanent works will result in insufficient accommodation for the operation of the school.

There have been no representations from the residents of nearby properties and given the separation from these properties it is likely that the use has not resulted in an unacceptable impact on the amenities of neighbours.

Since the previous application was considered the draft Local Plan has been published for first consultation and the consultation period has ended. In respect of this application the policy considerations remain unchanged and there have been no significant changes in circumstances in policy terms since the last application.

The applicant advises that it is anticipated that a permanent extension to the school to accommodate pupils from the temporary building will be in place by September 2016.

Having regard to the above members may consider that the proposed building is acceptable subject to conditions restricting the temporary use of the development to a further 12 months.

Background papers referred to during the production of this report comprise all correspondence on file ref. 14/03285, excluding exempt information.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 The permission hereby granted shall be for a limited period only, expiring no later than October 17th 2016, and the use shall cease and the building shall be removed from the site prior to that date unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to comply with Policies B1 and C7 of the Unitary Development Plan and to enable accommodation to be provided to meet educational needs for children in the area.

- 2 ACK01 Compliance with submitted plan
ACK05R K05 reason
- 3 ACH28 Car park management
ACJ28R J28 reason
- 4 ACH30 Travel Plan
ACH30R Reason H30
- 5 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 under ref 13/01900 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.

6 The surface water drainage system indicated on the approved drawings under ref 13/01900 shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory implementation of the surface water drainage proposals and to accord with Policy 5.13 of the London Plan.

7 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings under ref 13/01900 unless otherwise agreed in writing by the Local Planning Authority.

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

INFORMATIVE(S)

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

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

3 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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)).

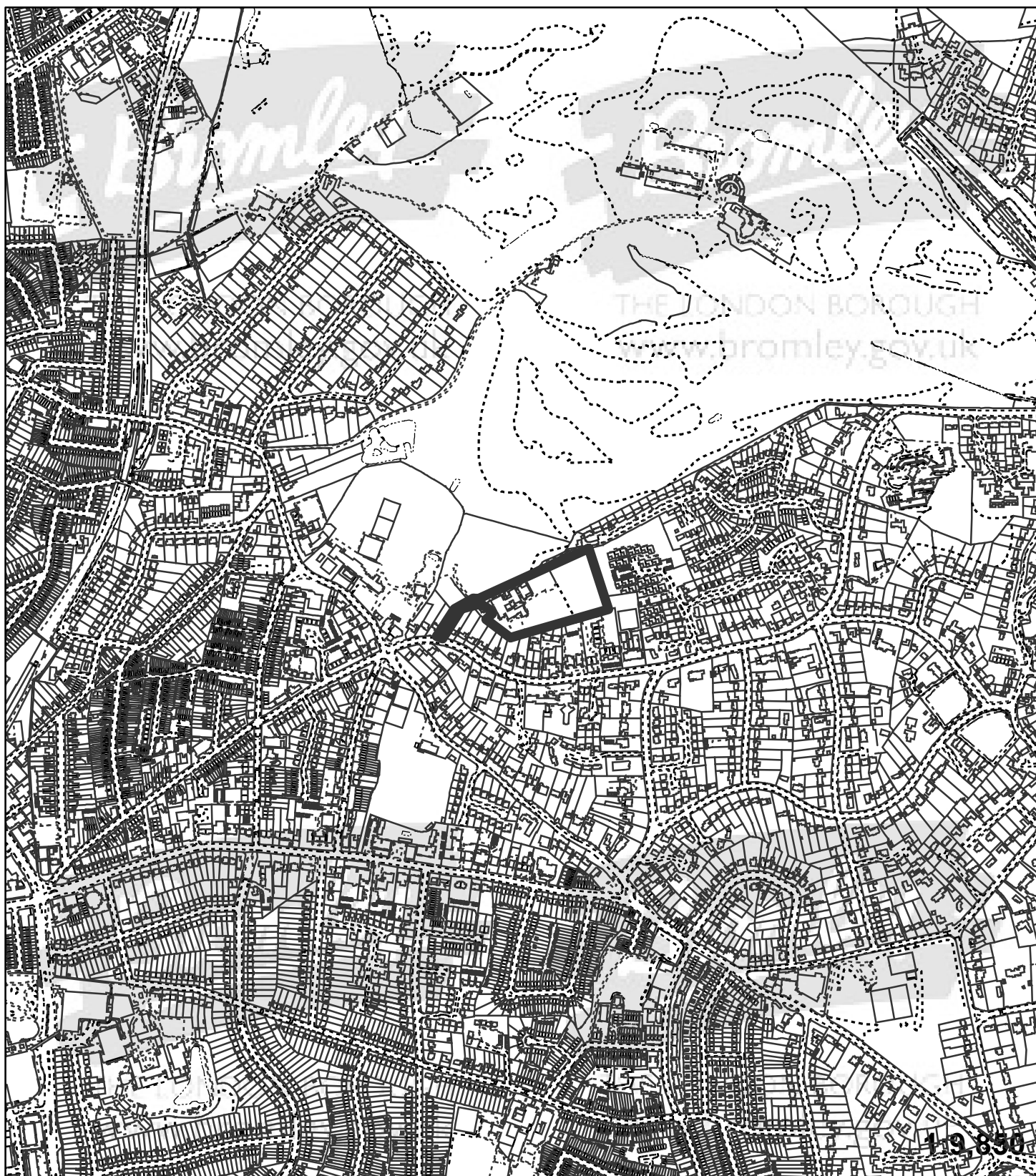
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/03285/RECON

Address: Scotts Park Primary School Orchard Road Bromley BR1 2PR

Proposal: Variation of condition 8 of permission 13/01900/FULL1 granted for erection of a single storey temporary classroom building to retain classroom until October 17th 2016.



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

SECTION '2' – Applications meriting special consideration

Application No : 13/04190/FULL1

Ward:
Clock House

Address : Phoenix House 244 Croydon Road
Beckenham BR3 4DA

OS Grid Ref: E: 536454 N: 168706

Applicant : Mr Gerry Dowd

Objections : YES

Description of Development:

Demolition of existing building and erection of 6 x three bedroom and 2 x five bedroom dwellings

Key designations:

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

Members will be aware that the application was previously deferred without prejudice from Plans Sub Committee 3 on 28th August 2014 in order to seek a reduction in the number of units.

In response to the request from Members, the applicant has decided not to amend the current scheme. Their response can be summarised as follows:

1. There is a strong building line along Croydon Road, it is therefore desirable for there to be housing fronting onto Croydon Road to ensure the character of the streetscene is maintained and the visual amenity of the area is not diminished. Both houses provide appropriate car parking for future occupiers as well as providing reasonable amenity space. Therefore, the two plots fronting onto Croydon Road are unobjectionable.
2. The site also has a return frontage onto Westbury Road, and it is therefore appropriate in layout terms for the remainder of the site to be developed with dwellings facing onto Westbury Road. The only alternative would be for dwellings to present a flank elevation to Westbury Road which would be undesirable in streetscene terms.
3. The 6 dwellings fronting Westbury Road can each be provided with car parking spaces in accordance with the Council's standards.

4. The depth of the site means it is impossible to provide a great degree of private amenity space than is shown in the scheme drawings. However there are no amenity space standards in the Unitary Development Plan and the proposal complies with the space standards in the London Plan.
5. Each house would have an outlook across open ground which comprises playing fields and ensure a perception of openness in terms of their outlook.
6. The proposal makes efficient use of the land in accordance with both national and local policy. A reduction in the number of units, because of the shape of the site, would not achieve any greater degree of openness in terms of the provision of private amenity space/depth of back gardens.
7. The proposal is, in spatial and density terms, little different to the recent development adjacent in Lee Mews.

Proposal

- The application site measures approximately 28 metres in width and approximately 72 metres at the deepest part, having an area of 0.18 hectare. The application involves the demolition of the existing building, and seeks permission for the erection of 6 x three bedroom and 2 x five bedroom dwellings.
- Units 1-6 will be 2 storey 3-bedroom semi-detached dwellings with accommodation within the roofspace that front onto Westbury Road, with the main living space at ground floor and bedrooms at first floor and within the roofspace. Parking is provided to the front of each plot, with amenity space in the form of rear gardens accessible via side paths. These properties have been designed to closely reflect the existing properties along Westbury Road.
- These properties will have small front gardens which will include area for planting and space for vehicular parking.
- Units 7 and 8 will be three storey, 5-bedroom semi-detached townhouses, with accommodation within the roofspace that front onto Croydon Road, appearing similar in appearance to the existing building on site and other properties along Croydon Road. The front elevations of these units will be built in-line with the front elevations of the adjacent properties, 1-7 Lee Mews. At ground floor there will be an integral garage, kitchen, study and wc, with living room on the first floor along with bedrooms and bathrooms on the upper floors. Both of these properties have amenity space in the form of rear gardens, accessed via side paths. The front garden area to these properties will be more generous than at units 1-6, with larger areas for grass and landscaping, providing a noticeable frontage along Croydon Road.
- At present there are two vehicular access points to the front of the site that create an in-and-out driveway, accessed via Croydon Road. The access point closest to the junction with Westbury Road is to be blocked off which will be replaced with a new access from Westbury Road and this will provide access to Plot 7, providing car parking as well as access to the integral garage. Plot 8 will retain the existing access from Croydon Road.

- There are a number of protected trees on site and the layout has been designed in order to avoid these. Units 7 and 8 have been set so as to avoid the surveyed canopy of all of the protected trees, and the dwellings fall outside of the root protection areas (RPAs) with the exception of unit 8 - this dwelling falls slightly within the RPA for T7 however an arboricultural report has indicated this will not have a detrimental effect upon the longevity of this tree.
- The driveway for units 7 and 8 will be constructed by a no-dig system to avoid impact upon the RPA of protected trees, and a standard permeable paving driveway surface is proposed for units 1-6 where there are no protected trees.
- The existing boundary walls along Croydon Road and Westbury Road are in a state of disrepair so will be rebuilt as part of the proposal, however they will be rebuilt in the same location as existing, with a low box hedge on the inside of the new wall.
- The development comprises detached and linked properties within a suburban environment along transport corridors, therefore any proposal for new development should provide between 30-65 units per hectare. This scheme, on the basis of a site area of 0.18 hectares, has a density of 44 dwellings per hectare.
- The site at present hosts a vacant office building, with a lawful use class of B2. A commercial viability assessment report has been submitted as part of the current application, which indicates that the site is no longer viable as offices.
- Storage space for refuse and recycling will be provided to the side of Units 1-7, where bins will be collected from the Westbury Road frontage. Refuse and recycling from Unit 8 will be collected from the Croydon Road frontage.
- Secure cycle storage for 2 bicycles will be provided for each unit within the sheds in the rear gardens of each property.
- Each property has been designed to comply with London Housing Design Guide as well as meet the criteria for Lifetime Homes.

Location

The site is located on the junction of Croydon Road and Westbury Road and currently hosts a large 3 storey building with roofspace accommodation which provides a rather prominent feature within the streetscene.

Properties along Croydon Road are on generous plots hosting large semi-detached dwellings, and immediately adjacent to the site are 1-7 Lee Mews which are 3-storey townhouses. On the opposite side of the Croydon Road and Westbury Road junction is a 3 storey flatted development with roofspace accommodation.

The properties along Westbury Road are generally 2-storey terraced properties, with a number having converted the roofspace to provide further habitable accommodation.

Comments from Local Residents

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

- parking in Westbury Road is already at a premium, the road is not wide and kerb parking already takes place in order to enable free-flow of traffic;
- few properties along Westbury Road use the garages to the rear as they are too narrow and small to accommodate modern vehicles;
- many of the properties along Westbury Road have front gardens which are cherished, it is not appropriate to remove these just to enable car parking;
- parking and access to plots 7 and 8 should both use the existing access for plot 8 - it is not practical to install another crossover in Westbury Road and remove yet another on-street parking space;
- whilst the nature of plots 1-6 seems complimentary to existing, the tiny garden, squeezed in parking space and limited rear amenity space do not;
- four paired dwellings would be more in-keeping and enable on-street parking provision to be maintained;
- street trees are an integral part of the character of the area, and the loss of further street trees along Westbury Road should be avoided;
- one of the first floor windows will serve a bathroom, and even if obscure glazed, such glazing will not provide much privacy when lit, so the design should be reconfigured;
- the period of construction will create noise, congestion and disruption;
- very small rear gardens at properties along Westbury Road - indicates an overdevelopment of the site;
- surely a renovation and conversion into flats would be more logical, and would enable the retention of this beautiful period building which adds so much character to the area;
- proposed building is out of scale and height with nearby properties;
- the Council should buy the plot and extend Balgowan School which is struggling for space;
- overdevelopment of the site;
- aware the building has not been able to attract commercial users for some time;
- local historic value of the site, having been used as a maternity home;
- one of the few remaining Victorian properties still standing along Croydon Road;
- would prefer to see conversion to flats, if necessary with a rear extension;
- properties fronting Westbury Road will be crammed onto the site, with little space between them.

Comments from Consultees

The Council's Highways Engineer stated that the proposed units fronting Croydon Road (Units 7 and 8) will be accessed via existing access arrangements leading to integral garages which is considered acceptable as there are spaces in front to accommodate the additional car parking requirement.

Units 4, 5 and 6 require two parking spaces each via new vehicular crossovers. Additional information was requested to demonstrate that Units 1, 2 and 3 can accommodate 2 car parking spaces each. This information was provided and as a

result the Highways Engineer stated that the applicant should consider centralising the proposed vehicular crossover to reduce the loss of footway, however no objection is raised subject to conditions.

The Council's Drainage Engineer stated that the drainage report is acceptable. Soakaway design should be determined once a soakage test is carried out.

No concerns were raised by Environmental Health (Housing).

Planning Considerations

Concerns have been raised with regard to the well-being and retention of a number of trees on site, which are likely to suffer from development and post-development pressure. Concerns were also raised that, due to the age and design of the existing building, there may be the possibility of bats using the existing building. A scoping survey was requested.

244 Croydon Road was subject to an initial bat survey to support a planning application for the site. During the external assessment of the building a number of features of potential interest to roosting bats were identified. These included:

- missing and slipped slates.
- gaps around the soffit box.
- lifted lead flashing around the base of the chimney and around dormer window.
- holes in the soffit box
- holes in brickwork.
- gaps in brickwork above window lintels.

On the basis of the above findings, a Nocturnal Emergence and Dawn Re-entry Bat Survey was carried out and the suite of survey work undertaken on-site confirmed that the building does not contain a bat roost. The results of this survey are valid for 12 months. If after this time no work has been carried out on site, a further study may be required to re-assess the situation.

With regard to the matters relating to trees on site, the following further information was provided:

- 1) Root Protection: a revised Tree Protection Plan and supporting statement was provided.
- 2) Impact on Yew Trees: the side facing windows to the ground floor kitchen and first floor living room have been removed to avoid any possible post development pressure. The proposed staircase landing and ground floor toilet windows will all be obscure so will again reduce any issues.
- 3) Construction Plan: a suitable Construction Plan has been provided, see drawing 4546-PD-007.

In considering the application the following UDP Policies are relevant:

H1 Housing supply

H7 Housing density & design
H12 Conversion of non-residential buildings to residential use
BE1 Design of new development
T1 Transport demand
T3 Parking
T5 Access for people with restricted mobility
T7 Cyclists
T18 Road Safety
EMP3 Conversion or redevelopment of offices
EMP5 Development outside business areas
NE5 Protected Species
NE7 Development and Trees

The following London Plan policies are relevant:

3.1 Ensuring Equal Life Chances for All
3.3 Increasing Housing Supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.8 Housing Choice
3.9 Mixed and balanced communities
7.2 An inclusive environment
7.3 Designing out crime
7.4 Local character

The following documents produced by the Mayor of London are relevant:

- Housing Supplementary Planning Guidance
- Housing Strategy
- Accessible London: achieving an inclusive environment
- Planning and Access for Disabled People: a good practice guide (ODPM)
- The Mayor's Transport Strategy
- Mayor's Climate Change Mitigation and Energy Strategy
- Mayor's Water Strategy
- Sustainable Design and Construction SPG

The National Planning Policy Framework (NPPF) is also of relevance in the determination of this application.

Planning History

There are a number of historical planning applications which were granted permission in the late 1980's-1990's. These applications varied in form from 7 four-bedroom detached dwellings (ref. 88/02078), change of use to residential care home (ref. 90/00647), change of use from D1 to A2 (ref. 90/01682), change of use from D1 to offices Class B1 (ref. 92/02241) and boundary treatments (ref. 96/02028).

The most recent application was refused under ref. 01/02044/FULL1 for a four storey block with accommodation within roof comprising 13 two bedroom, 4 three

bedroom and 1 four bedroom flats with garages and surface car parking. This application was refused on the following grounds:

1. The proposal constitutes a cramped overdevelopment of the site by reason of its height, bulk, excessive residential density and site coverage by buildings and hard surfaces, which would be out of character with the street scene and the general pattern of development in the surrounding area, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan, and Policies H6 and BE1 of the first deposit draft Unitary Development Plan (March 2001).
2. The proposed building, by reason of its size, height, design and depth of rearward projection, would have a seriously detrimental impact on the amenities of the occupiers of adjacent properties through loss of light, privacy and prospect, and would therefore be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan, and Policies H6 and BE1 of the first deposit draft Unitary Development Plan (March 2001).
3. The proposal does not include on-site provision of affordable housing units, and would, therefore, be contrary to Policy H2 of the first deposit draft Unitary Development Plan (March 2001).
4. The proposals would result in the loss of protected trees on the site which are considered to make an important contribution to the visual amenities of the area, and would therefore be contrary to Policy G.26 of the adopted Unitary Development Plan and Policy NE6 of the first deposit draft Unitary Development Plan (March 2001).
5. The proposals would result in the undesirable loss of a business use, and in the absence of information to show that the site would be unsuitable for continued business use, this would be contrary to Policy EMP7 of the first deposit draft Unitary Development Plan (March 2001).
6. The proposed building by being set forward at this exposed corner site will result in a development that would have an unduly prominent appearance in the street scene and would therefore be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the first deposit draft Unitary Development Plan (March 2001).

This refusal was taken to Appeal and dismissed by The Inspectorate.

Conclusions

Members will need to carefully consider whether the proposals comply with relevant development plan policies, specifically those within the Bromley Unitary Development Plan, the London Plan and the National Planning Policy Framework.

The main issues in this case are whether residential development is acceptable in this location, particularly given the authorised office use of the building; the impact of the loss of the existing lawful use of the site for Class B1 office use; the impact

of the proposals on the amenities of adjacent occupiers; the impact of the proposal upon the parking and traffic conditions in the immediate vicinity; and the visual impact of the proposal on the locality and street scene.

The site falls within a built up area of Beckenham and is not allocated for any defined use within the Unitary Development Plan (UDP), nor are there any specific policy designations restricting development on the site. Therefore in principle, the site could potentially accommodate some form of redevelopment. This would of course be subject to compliance with other relevant policies of the UDP. The residential development of this site would result in a loss of office space and a possible employment generating use, however marketing evidence has been submitted as part of the application which indicates that despite extensive marketing, this building is no longer feasible as office accommodation.

Policy EMP5 of the UDP states in effect that the redevelopment of business sites outside designated Business Areas, such as this, will be permitted provided that:(i) the size, configuration, access arrangements or other characteristics make it unsuitable for B1, B2 or B8 use; and (ii) full and proper marketing of the site confirms the unsuitability and financial non viability of the site for those uses. The applicant has submitted evidence in the form of a commercial viability assessment report in order to demonstrate that these policy requirements have been met.

The area surrounding the application site consists of residential properties, therefore the principle of introducing a residential use on this site would not be out of character in the area. Given the evidence of the unsuccessful marketing of this property for continued office use, and the fact that it is not situated within a designated business area, the redevelopment of the site for residential use is considered acceptable in principle.

The number of units proposed is not considered excessive for a site in this location, with a proposed density of 44 units per hectare.

The plans associated with the application illustrate that the proposed dwellings that will front Westbury Road will be modest in size, set back from the edge of the road to provide two parking spaces per dwelling, and the overall character of design will not detract from the character of the area as they will be similar to the properties further along the road. Whilst concerns have been raised by local residents citing overdevelopment, the type of properties proposed will be in keeping with the existing character of the road and by providing 2 car parking spaces this should reduce any additional impact upon the on-street parking requirements along the road. It is however noted that the rear garden amenity space for these units, in particular Units 1-4, are small and Members will need to determine whether they are unfeasibly small or whether on balance due to the likely number of people living in these units the amenity space provided would be acceptable.

As with all cases, the design of any development should be of a scale, form and density that complements the surrounding residential environment and does not detract from the character of the nearby development. The two storey dwellinghouses will be of a similar height and scale as other dwellings in the immediate vicinity along Westbury Road, and the proposed properties that will front

Croydon Road will be similar in design yet lower in height than the properties directly adjacent to the site, Lee Mews. On balance, the height and scale of the proposed development will be in keeping with existing development within the area, and when combined with the proposed development being set back from the road frontages, providing landscaping that complements the nature of the surrounding development, the proposed development will not detract from the wider streetscene.

In terms of the level of amenity space afforded to each unit, the requirements set out in Policy BE1 should be met, which seek the provision of a high standard of design and layout, with space about the building to provide an attractive setting through hard or soft landscaping. On the basis of the drawings that form part of the current application, it is considered that the layout, spatial setting and building heights as proposed are unlikely to lead to a detrimental impact upon the visual and residential amenities of the area. The amenity space afforded to each unit will need to be carefully assessed by Members in order to determine whether this is considered acceptable.

In terms of character and appearance, the construction of the proposed dwellings would not be unduly harmful to the existing development in the area. Whilst it is appreciated that the existing building is a long-standing property of historical character and its loss would be unfortunate, there is no local listing of the property and marketing evidence has been provided to indicate that the property is no longer viable as a commercial use. Therefore Members may agree that the loss of the existing building cannot be avoided.

The previously refused application, ref. 01/02044, cited reasons relating to overdevelopment of the site; impact upon the amenities of nearby properties; lack of affordable housing; loss of trees; undesirable loss of a business use; and the location of the proposed building on the site. These matters will now be addressed in turn.

The previously refused application sought permission for 13 two bedroom, 4 three bedroom and 1 four bedroom flats with garages and surface car parking. This application therefore resulted in a residential density that was excessive for the size of the site and as a result was considered to be wholly inappropriate. The current application is providing a vastly reduced number of units, with a residential density of 44 units per hectare which is more suited to the area and is in-line with the residential density of the area. Furthermore, no technical objections have been raised in terms of the parking provision on site, or indeed any possible impact that the scheme is likely to have upon traffic generation in the area or parking within the vicinity.

The number of units proposed is 8, therefore there is no statutory requirement for affordable housing for the current development.

The previously refused scheme would have affected a number of protected trees on the site. The current application has reorganised the proposed layout of the buildings on site in order to avoid impact upon the protected trees. An arboricultural report was submitted in support of the current application which effectively states

that all of the protected trees and their root protection areas will be avoided by the current layout of the buildings with the exception of the large root protection area of T7 (yew tree), however this tree will be unaffected by the construction of the new dwelling. Additional information was provided on 6th May 2014 which addressed a number of issues raised by the Council's tree officer. As a result, a revised Tree Protection Plan and supporting statement has been provided; the side facing windows to the ground floor kitchen and first floor living room have been removed from the scheme in order to avoid any possible post development pressure. The proposed staircase landing and ground floor toilet windows will all be obscure so will again reduce any issues; and a suitable Construction Plan has been provided (drawing 4546-PD-007).

The previously refused application did not provide sufficient information to demonstrate that enough marketing had been carried out to support the loss of the business use on the site. The current application has involved a commercial viability report and marketing of the site as a continued commercial use, and the report concluded that the continued use of the site as offices is no longer viable. On this basis, the loss of the commercial office space on site cannot be seen as a justification to refuse planning permission, as the submission of the viability report is in-line with the requirements of Policy EMP5.

It is noted that the overall footprint of the current proposal is larger than the scheme previously refused, with the main issue previously being the siting of the scheme in relation to the Croydon Road frontage. However, as can now be seen, the front elevation of the proposed building facing Croydon Road will be set slightly further back than the previous scheme and as a result of the reduction in the number of units, the overall height and bulk has been greatly reduced; therefore although the siting is similar, the overall bulk and prominence of the current scheme along Croydon Road has been reduced in a sufficient manner so that it would no longer be considered to have an unduly prominent appearance in the street scene and has overcome the previous refusal ground relating to this matter.

On balance the proposal to develop the site for residential use is acceptable in this location and will not cause demonstrable harm to the amenities of the occupants of surrounding residential properties; the level of development proposed is suitable in terms of density for this area, and as a result the proposed residential development will not be detrimental to the character of the streetscene or wider area. As such the scheme is worthy of permission being granted on the basis of the plans and associated documentation submitted as part of the application.

Background papers referred to during production of this report comprise all correspondence on the files refs. 01/02044 and 13/04190, set out in the Planning History section above, excluding exempt information.

as amended by documents received on 04.02.2014 27.02.2014 06.05.2014 14.07.2014

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 ACB04 Trees - no trenches, pipelines or drains
ACB04R Reason B04
- 6 ACB18 Trees-Arbicultural Method Statement
ACB18R Reason B18
- 7 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01
- 8 ACC03 Details of windows
ACC03R Reason C03
- 9 ACD02 Surface water drainage - no det. submitt
AED02R Reason D02
- 10 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 11 ACH18 Refuse storage - no details submitted
ACH18R Reason H18
- 12 ACH22 Bicycle Parking
ACH22R Reason H22
- 13 ACH32 Highway Drainage
ADH32R Reason H32
- 14 ACI02 Rest of "pd" Rights - Class A, B,C and E

Reason: In order to prevent overdevelopment of the site in future, to protect the amenities of future residents and nearby residents, and to comply with Policy BE1 of the Unitary Development Plan.

- 15 ACI15 Protection from traffic noise (1 insert) road
ADI15R Reason I15
- 16 ACI12 Obscure glazing (1 insert) in the flank elevations
ACI12R I12 reason (1 insert) BE1 and H7
- 17 ACI17 No additional windows (2 inserts) flank units
ACI17R I17 reason (1 insert) BE1 and H7
- 18 ACI21 Secured By Design
ACI21R I21 reason
- 19 ACK01 Compliance with submitted plan
ACC01R Reason C01

20 Details of the glazing and ventilation to be installed (to achieve compliance with the recommendations of Clement Acoustics report 8993-NEA-1 of 20th February 2014) shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be fully implemented prior to the use commencing and permanently maintained thereafter.

Reason: In order to comply with London Plan Policy 7.15 and in the interest of the amenities of the future occupiers of the site.

21 In order to check that the proposed storm water system meets requirements, the Council 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. Reason: In order to comply with London Plan Policy 5.14.

INFORMATIVE(S)

- 1 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.
- 2 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

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

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

- 3 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 4 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

Application: 13/04190/FULL1

Address: Phoenix House 244 Croydon Road Beckenham BR3 4DA

Proposal: Demolition of existing building and erection of 6 x three bedroom and 2 x five bedroom dwellings



"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 : 14/01868/FULL1

Ward:
Farnborough And Crofton

Address : Salcombe Farnborough Common
Orpington BR6 7BT

OS Grid Ref: E: 543655 N: 164510

Applicant : Mr Peter Friend

Objections : YES

Description of Development:

Demolition of existing buildings at Salcombe and Well Close House and erection of detached part two/three storey building comprising 5 two bedroom and 4 one bedroom flats with front and rear balconies, 9 car parking spaces, refuse store and landscaping.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
Stat Routes

Proposal

It is proposed to redevelop this site with a block of 9 flats (5 two bedroom and 4 one bedroom) which would be incorporated within a part two/three storey detached building. The existing dwellings and garages on the site would be removed, and the existing vehicular access to Farnborough Common would be retained in order to provide access to 9 frontage car parking spaces.

A refuse store would be located within the south-eastern corner, and cycle parking would be provided adjacent to the main entrance to the building. New tree planting is proposed along parts of the western flank boundary adjacent to properties in Royal Close.

Location

This site is located on the northern side of Farnborough Common (which is part of the Transport for London Road Network), and forms a triangular-shaped plot which narrows towards the rear. It measures approximately 0.12ha in area, and is currently occupied by a two storey building with single storey side extension which incorporates three residential units, one known as Salcombe and two units within

Wellclose House. A detached L-shaped building is located to the rear which is used for the parking and storage of cars.

The surrounding area is residential in character with a newer development of semi-detached and terraced houses known as Royal Close situated to the west of the site, with older detached and semi-detached properties located in Bassetts Close and along Farnborough Common to the east.

Comments from Local Residents

Letters of objection have been received from local residents, and their main concerns are summarised as follows:

- overdevelopment of the site
- overlooking from rear flats and balconies
- loss of sunlight and daylight to neighbouring properties
- inadequate parking provision would put pressure on parking in neighbouring roads
- dangerous access onto the A21
- size and height of building would be out of character with the area
- noise, disturbance and air pollution during building works.

The application has been called into committee by a Ward Councillor.

Comments from Consultees

The Council's Highway Engineer comments that 9 car parking spaces would be provided for the 9 flats which would comply with the Council's parking standards and those contained within the London Plan.

Transport for London comments that the number of spaces provided, including two disabled spaces, is in keeping with TfL's maximum residential parking standards contained within the London Plan, and that two electric vehicle charging points are welcomed. They consider that the applicant has demonstrated that vehicles would be able to enter and exit the site in forward gear, and the proposals are not therefore considered to have an adverse impact on the operation of the Transport for London Road Network. Cycle parking provision is considered acceptable.

No drainage objections are raised to the proposals in principle, subject to further details of the disposal of surface water, and there are no concerns from an environmental health point of view.

With regard to crime prevention issues, further details should be submitted by way of a condition in order to address crime prevention.

Planning Considerations

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

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

Planning History

Permission was refused in 2009 under ref. 08/04033 for the conversion of Salcombe and Wellclose House into 4 two bedroom and 1 one bedroom flats, and the conversion of the garages into a three bedroom bungalow on the following grounds:

1. 'The proposed conversion constitutes an overintensive and overdevelopment use of the site lacking in adequate amenities for future occupants and which would, if permitted, result in a cramped environment for such occupants, contrary to Policies H7 and H11 of the Unitary Development Plan.
- 2 The proposed conversion, by reason of the overprovision of car parking and intensification of use of a substandard access with inadequate visibility would be prejudicial to highway safety, contrary to Policy T18 of the Unitary Development Plan.'

Conclusions

The main issues in this case are the effect of the proposals on the character, appearance and spatial standards of the surrounding area, on the amenities of the occupants of nearby residential properties, and on parking and road safety issues.

Policy H7 of the UDP allows for the redevelopment of older, lower-density properties with higher density developments, but stresses that such development should be sympathetic to and complement the character and spatial standards of the surrounding residential area. This Policy encourages the provision of a mix of housing sizes, and requires parking and amenity areas to be provided to meet the needs of future occupiers.

The redevelopment of this site for a flatted development is considered acceptable in principle, and the density of development at 192 habitable rooms per hectare (hrha) or 75 units per hectare (uha) would accord with Policy H7 which allows for a density of between 300-450 hrha and between 100-150 uha. The development would provide a mix of one and two bedroom flats which are considered to be acceptable in terms of size and layout.

The new building would be sited in a more central position set further back from the highway, with the main three storey part of the building set back 4.8m from the western flank boundary (tapering to 1.5m at the rear), and 6.3m from the eastern flank boundary (again tapering to 1.5m at the rear). The rear two storey part of the development would maintain separations of at least 5.5m to the side boundaries,

whilst communal gardens would be provided to the side and rear to a maximum depth of 21m.

With regard to the impact on the street scene, the second floor accommodation would be provided within the roofspace, and although the development would extend across much of the width of the site, there would be good separations maintained to the adjacent dwellings, and the overall roof height would be in keeping with adjacent properties (it would be slightly higher than 22 and 23 Royal Close to the west, but slightly lower than properties in Farnborough Common to the east). The proposed building is therefore considered to sit comfortably within the street scene, and would not appear overdominant nor unduly cramped.

The overall footprint of development on the site would be reduced, and sufficient parking and amenity space (both communal and private) would be provided to meet the needs of future occupiers. The proposals are not, therefore, considered to result in an overdevelopment of the site.

With regard to the impact on residential amenity, the proposed building would be set further away from No.23 Royal Close than the existing two storey building at Salcombe. No flank windows would be proposed in the western flank elevation facing No.23, and the proposals would not result in any significant loss of light to or outlook from this property.

Nos.20 and 21 Royal Close lie further to the rear of the site on its western side, and although the proposed building would not project rearwards as far as the existing garages, this aspect would be two storey rather than single storey, and would contain rear-facing balconies at first floor level. However, these balconies are shown to be largely enclosed with angled timber slats to the side to prevent overlooking of neighbouring properties, and they would be at an oblique angle to the rear gardens of 20 and 21 Royal Close. Two rear-facing roof dormers are also proposed which may cause some oblique overlooking of those rear gardens, but they would be set further back within the main part of the building, and the impact is not considered to be so great as to warrant a refusal.

No.1A Farnborough Common is situated to the east of the site, and is set at a higher level with a good amount of screening provided along the boundary. The main part of the proposed building would be largely in line with the Farnborough Common properties, whilst the rear two storey element would be situated 5.6-8m away from the shared boundary with No.1A.

Although some loss of outlook and oblique overlooking of neighbouring properties may occur as a result of the development, Members may not consider this to be significantly harmful to justify withholding permission in this case.

With regard to residents' concerns about the parking provision and the resulting impact on parking in neighbouring roads, along with the hazardous access onto the A21, the Council's highway engineer and Transport for London have confirmed that the parking and access arrangements are acceptable, subject to safeguarding conditions.

The previously refused application (ref. 08/04033) related to the conversion of the existing buildings on the site into 5 flats and a bungalow, and was refused on the grounds of the lack of any amenity space for the flats (the garden was for the sole use of the bungalow), concerns over the internal layouts of the flats, and the intensification of the use of the vehicular access to Farnborough Common. In comparison, the current scheme provides an acceptable level of amenity area, the layouts of the flats are acceptable, and no highways objections have been raised to the parking or access arrangements.

In conclusion, the proposals are considered to result in an acceptable redevelopment of this site which would not significantly affect the amenities of neighbouring properties nor impact detrimentally on the character and spatial standards of the surrounding area, or on parking and road safety in the near vicinity.

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

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
ACA04R Reason A04
- 3 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07
- 4 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01
- 5 ACD02 Surface water drainage - no det. submitt
AED02R Reason D02
- 6 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 7 ACH10 Provision of sight line (3 inserts) 56m x 2.4m x 56m the
access junction with the A21 1m
ACH10R Reason H10
- 8 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 9 ACH19 Refuse storage - implementation
ACH19R Reason H19
- 10 ACH22 Bicycle Parking
ACH22R Reason H22
- 11 ACH29 Construction Management Plan
ACH29R Reason H29
- 12 ACH32 Highway Drainage
ADH32R Reason H32
- 13 ACI12 Obscure glazing (1 insert) at first floor level in the flank
elevations of the building

	ACI12R	I12 reason (1 insert)	BE1
14	ACI17 building	No additional windows (2 inserts)	first and second floor flank
	ACI17R	I17 reason (1 insert)	BE1
15	ACI21 ACI21R	Secured By Design I21 reason	
16	ACI24 ACI24R	Details of means of screening-balconies Reason I24R	
17	ACK01 ACK05R	Compliance with submitted plan K05 reason	
18	ACK05 ACK05R	Slab levels - no details submitted K05 reason	

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.

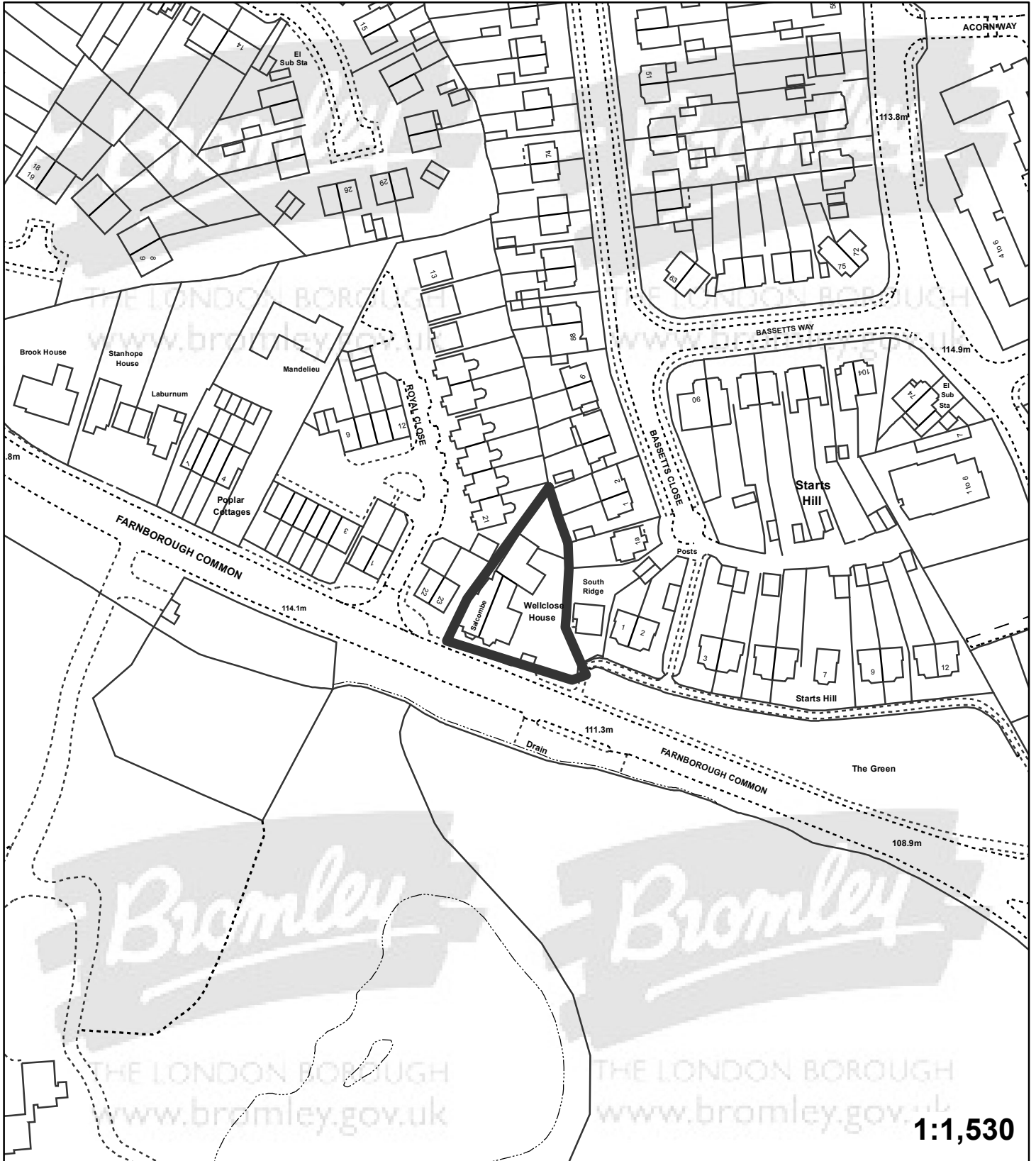
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 2 If during works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 3 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:14/01868/FULL1

Address: Salcombe Farnborough Common Orpington BR6 7BT

Proposal: Demolition of existing buildings at Salcombe and Well Close House and erection of detached part two/three storey building comprising 5 two bedroom and 4 one bedroom flats with front and rear balconies, 9 car parking spaces, refuse store and landscaping.



"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 : 14/01873/FULL1

Ward:
Hayes And Coney Hall

Address : Isard House Glebe House Drive Hayes
Bromley BR2 7BW

OS Grid Ref: E: 540764 N: 166164

Applicant : Croudace Homes

Objections : YES

Description of Development:

Demolition of existing care home and erection of 21 dwellings to provide 2 x one bedroom flats, 10 x two bedroom flats, 6 x three bedroom houses and 3 x four bedroom houses with a total of 37 car parking space, provision for refuse/recycling and cycle parking and associated landscaping

Key designations:

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

Proposal

Members will recall that this application was considered at Plans Sub Committee 1 on September 25th 2014 and was deferred to seek compliance with the Council's side space policy and to reassess the number of car parking spaces to try and provide for additional visitor parking.

Revised plans have been received to address these concerns. The measures proposed include:

- The reduction in width of the house proposed for Plot 7 from 7m to 9m and the slight repositioning of the house on Plot 1. This allows each house to be slightly repositioned and results in a side space of 1m between each flank wall and its adjacent boundary. A condition requiring the provision of this side space has been added.
- the provision of an additional 2 visitor parking spaces - one along the access road outside plots 10-15 and 1 in the north east corner near plot 9. This now results in a total of 37 parking spaces (4 visitors spaces and 33 allocated spaces for flats and houses).

Residents have been advised of the changes and any comments will be reported verbally to the Committee.

In view of the amendments that have been made, Members may consider that the applicant has addressed the concerns raised and consider that the application is now acceptable.

The report previously submitted to Members is repeated below unchanged.

Planning permission is sought for residential development as follows:

- 21 units in total with 9 three and four bedroom houses and 12 one and two bedroom flats. Two of the houses (plots 8 and 9) will be intermediate affordable housing and six of the flats (plots 16-21) will be social rented affordable housing.
- The semi-detached and detached houses will be located on the western and northern sides of the site backing on to properties in Hayes Wood Avenue with the flats on the eastern side.
- There are a significant number of mature trees and a mature hedge on the eastern and part of the southern sides of the site which will largely remain between the proposed flats and the boundary. This boundary backs on to Hayes Primary School and comprises land designated as Metropolitan Green Belt.
- Vehicular access to the site will be via the existing access which serves the vacant care home from Glebe House Drive. The access will be widened to 4.1m to allow sufficient access for refuse and emergency vehicles.
- A total of 31 car parking spaces will be provided with a least 2 spaces per house and 1 space per flat. The overall ratio is 1.7 parking spaces per unit.
- Provision is also shown for refuse and cycle parking.
- The density of the development is 37 units per hectare/161 habitable rooms per hectare.

Amended plans have been received with alterations to ensure the scheme complies with housing standards in relation to affordable housing and wheelchair access, refuse access and minor alterations to the dimensions of plots 1, 2, 3 and 8.

The applicant has submitted the following documents to support the application; Design and Access Statement, Planning Statement, Transport Statement, Drainage Strategy, Arboricultural Implications Report, Statement of Community Involvement, Affordable Housing Statement, Sustainability and Energy Statement, Lifetime Homes and Wheelchair Statement, Ecological Appraisal, Site Investigation Report and a Bat Scoping Survey.

Location

This 0.57ha site lies in a wholly residential area with Hayes Wood Avenue and Glebe House Drive to the north, west and south, which comprise semi-detached and detached houses. To the east is Hayes Primary School and the playing fields

bound the site. The site is currently occupied by buildings previously used as a care home.

Comments from Local Residents

Nearby properties were notified and representations were received which can be summarised as follows

- over density
- increased traffic movements on Glebe House Drive will add noise and disturbance and pollution and increase vehicle hazards.
- inadequate parking on the site will mean cars will park in Glebe House Drive.
- flats are out of character with the area.
- the design of the houses is out of character with the area.
- the care home should be replaced with another care home.
- local schools are already full.
- noise and disturbance during construction.
- lack of internal pavements makes the development dangerous for residents with poor sight.

Comments from Consultees

The Council's Highways Officer raises no objections.

The Council's Drainage Officer raises no objections.

The Council's Environmental Health Officer raise no objections.

The Environment Agency and Thames Water raise no objections.

The Metropolitan Police Crime Prevention Design Adviser raise no objections.

The Council's Housing Officer raises no objections.

Planning Considerations

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

- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- T2 Assessment of Transport Effects
- T3 Parking
- T7 Cyclists
- BE1 Design of New Developments
- NE7 Development and Trees
- NE9 Hedgerows and Development

G6 Land adjoining Green Belt
C1 Community Facilities
IMP 1 Planning Obligations

In strategic terms the most relevant London Plan policies are:

3.3 Increasing Housing Choice
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
5.1-5.7 Climate Change Mitigation and Renewable Energy
5.13 Sustainable Drainage
8.2 Planning Obligations

The National Planning Policy Framework 2012 is also relevant.

From an arboricultural point of view no objections are raised subject to relevant conditions.

Planning History

The site is currently occupied by a care home and there is no significant planning history relating to the site.

Conclusions

The main issues to be considered are the acceptability of the principle of development, the impact on the amenities of the occupants of nearby residential properties, the impact on the mature trees and boundary hedge and the impact of vehicles on the local highway network.

1. The acceptability of the principle of development

It is considered that the principle of residential development on this site conforms with the requirements in the Council's UDP and contributes to the housing targets set in the UDP and the London Plan.

The density of development is 37 units per hectare/161 habitable rooms per hectare and this is well within the guidelines set out in Policy H7 of the UDP which seeks 30-50 units/150-200 habitable rooms per hectare.

With regard to the need to meet the requirements of UDP Policies H2 and IMP 1 in respect of planning obligations, the development will provide 38% affordable housing in terms of units, 37% in terms of habitable rooms and 34% in terms of floorspace. Whilst the provision is slightly below the 35% required for floorspace provision it is accepted that the provision meets the requirements in terms of units and habitable rooms and the 1% shortfall in floorspace is acceptable.

The applicant will also provide health and education contributions of £27930 and £112,881 respectively. The legal agreement will also secure compliance with Lifetime Homes, wheelchair accessibility and the London Housing Design Guide.

2. The impact on the amenities of the occupants of nearby residential properties

The properties will be 2 storey houses where they are close to existing houses. The separation distance between the proposed houses and houses Hayes Wood Avenue ranges from 24m to 39m. The exception is plots 16-21 which are located closest to No 36 Glebe House Drive. These flats are 2 storeys with rooms in the roof and the separation between side elevations is 15m. In addition the western and southern boundaries have a substantial tree screen to provide additional privacy, particularly in the summer.

The proposed houses will use a mixture of render and brick materials and tiled roofs to reflect the materials used in the local area and to add a distinctive appearance to this development. In addition the flats have been designed to resemble large houses - the buildings are 2 storey in height with rooms in the room and the front elevations are broken up with set back elements.

Full compliance with policy H9, which normally requires a 1m side space, is achieved between the proposed houses/flats and the nearest external boundary of the site. However there are breaches of the policy between the proposed houses on plots 1-5 and plot 7 where between no side space and 0.6m to adjacent boundaries is provided. In all instances there is a minimum of 1.2m between adjacent flank walls.

The applicant advises that they consider that the policy requires a 1m side space between the proposed buildings and the external site boundary and it is not intended to be applied to the separation distances between proposed buildings within the site. On this basis the applicant considers that the proposed scheme meets the requirements of Policy H9.

On balance, Members may consider that the separation distances that are proposed are acceptable, in this particular situation, given the considerable separation distances between these properties, the adjacent houses in Hayes Wood Avenue and the significant amount of the site that cannot be developed as a result to the tree coverage along the eastern boundary, which has required a slightly more compact development on the remainder of the site.

In summary It is considered that there will be some impact from the development on the occupants of neighbouring properties but that this has been kept to a minimum by the design of the flats to look like large houses, the reasonable height of the buildings, the use of materials to reflect local materials and to also create a distinctive character to the development, the separation distances to the neighbouring properties and the well screened boundaries.

3. The impact on the mature trees and boundary hedge

There is a belt of substantial trees and a mature mixed species hedge along the eastern boundary of this site. There is also a significant group of trees along the southern boundary.

The Arboricultural Implications Report identifies 9 trees for removal because they are within or close to the footprint of proposed buildings. None of these trees are Category A trees, 5 are Category B and 4 are Category C. The report goes on to advise that the trees to be felled are all within the belt of trees on the eastern and southern boundaries. As the majority of the belt will remain (a total of 53 trees make up the 'belt'), the visual amenity provided by the 'belt' will continue.

During pre-application discussions significant attention was given to securing the short, medium and long term future of the trees on the site. The scheme has been carefully designed with flats with communal gardens on the eastern side of the site to maximise the retention of the tree belt for the future. This will also help to minimise post development pressure for the removal of trees.

The mature boundary hedge is also shown to be retained and will be protected with a chain link fence between the boundary and the communal gardens.

The landscaping plans show additional tree planting along the access road to provide further trees in this part of the site.

It is considered that the impact of the proposed development is acceptable in principle. Conditions have been recommended to protect trees on the site and on the eastern boundary during construction and to minimise post construction pressure to remove any further trees on the site.

A provisional Woodland Tree Preservation Order was made in January 2014, protecting all species within the curtilage of the site. The order is now currently being evaluated in view of permanently protecting individual and groups of trees.

4. The impact of vehicles on the local highway network

With regard to car parking for residents 2 spaces are provided for each house and 1 space for each flat with 2 visitors parking spaces. This meets that the standards set out in the Unitary Development Plan and the London Plan.

The applicant has submitted a Transport Statement which indicates that the number of vehicle movements associated with the proposed development is unlikely to be greater than those associated with the previous care home use. In this respect it is unlikely that the traffic generated by this development will have a significant impact on the local highway network.

The only access to the site is from Glebe House Drive and the full width of the access measures 4.1m. Beyond the access point the road width increases to 4.8m which is the normal road width. The Highways Officer has advised that while the width of the access point is less than normally expected, providing there is good visibility to and from the development at this point it is acceptable. A condition restricting any obstruction over 1m in height within 3m of the access point has

been recommended to ensure good visibility is provided and maintained in the future.

Having regard to the above it is considered that the principle of development of the site for housing is acceptable and that the development complies with requirements for the provision of affordable and accessible housing. The development will have some impact on the amenities of the occupants of nearby properties but it is considered that this is acceptable. The scheme has been designed to retain the maximum number of important trees and hedges on the site. The access and parking arrangements are considered to be satisfactory.

On this basis permission is recommended subject to relevant conditions and the signing of a S106 legal agreement.

as amended by documents received on 25.07.2014 15.08.2014 09.09.2014 06.10.2014 13.10.2014

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A SECTION 106 AGREEMENT relating to affordable housing, health and education

and the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
 ACA04R Reason A04
- 3 ACA06 Size and type of trees
 ACA06R Reason A06
- 4 ACA08 Boundary enclosures - implementation
 ACA08R Reason A08
- 5 No development or demolition shall commence until an arboricultural method statement and tree protection plan describing in detail construction methods relating to foundations and hardstanding is submitted to and approved in writing by the Local Planning Authority. The details shall include an appropriately scaled survey plan showing the positions of trees affected by the proposed development, construction details including cross sectional drawings describing the depth and width of footings where they fall within the root protection areas and means whereby the tree roots are to be protected in accordance with British Standard BS: 5837:2012. A schedule of pre-construction tree works shall also be included, detailing works relating to the pruning of branches in order to allow the erection of the proposed buildings in accordance with British Standard BS: 3998:2010. Protective fencing and ground protection shall remain in place during the entire course of the demolition and construction phase and shall not be removed unless with the prior written consent of the Local Planning Authority.

Reason: To ensure, where applicable, compliance with BP12 of the Core Planning Strategy and DM1 of the Site Development Policies, which seek to retain and replace trees; and which requires landscaping schemes to provide a satisfactory townscape incorporating hard and soft landscaping.

- 6 ACB19 Trees - App'ment of Arboricultural Super
ACB19R Reason B19
- 7 ACC07 Materials as set out in application
ACC07R Reason C07
- 8 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

- 9 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 10 ACH08 Details of turning area
ACH08R Reason H08
- 11 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 12 ACH19 Refuse storage - implementation
ACH19R Reason H19
- 13 ACH22 Bicycle Parking
ACH22R Reason H22
- 14 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 15 ACH26 Repair to damaged roads
ACH26R Reason H26
- 16 ACH29 Construction Management Plan
ACH29R Reason H29
- 17 ACH32 Highway Drainage
ADH32R Reason H32
- 18 No loose materials shall be used for surfacing parking and turning areas hereby permitted.

Reason: In the interests of pedestrian and vehicle safety and the retain the conditions of these areas in the long term and to accord with Policy BE1 of the Unitary Development Plan.

- 19 Any wall, fence, hedge or other landscaping or type of enclosure erected within 3m of the vehicle access point to the site shall not exceed 1m in height, and this shall be permanently retained.
ACH09R Reason H09
- 20 ACI02 Rest of "pd" Rights - Class A, B,C and E
ACI03R Reason I03
- 21 ACK01 Compliance with submitted plan
ACK05R K05 reason
- 22 ACK09 Soil survey - contaminated land
ACK09R K09 reason
- 23 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro

geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties and comply with Policy 5.13 of the London Plan 2011.

24 No wall, fence or hedge within 3m of the entrance of the development shall exceed 1m in height and these means of enclosure shall be permanently retained as.

ACH09R Reason H09

25 A side space of no less than 1m shall be provided between the flank walls of each of the houses on Plots 1 to 7 and the adjacent flank boundary of each of these properties.

ACI10R Reason I10

INFORMATIVE(S)

1 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

2 You should seek the advice of the Trees and Woodland Team at the Civic Centre on 020 8313 4471 or e-mail: trees@bromley.gov.uk regarding removal and replacement of the street tree affected by the access.

3 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.

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

5 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).

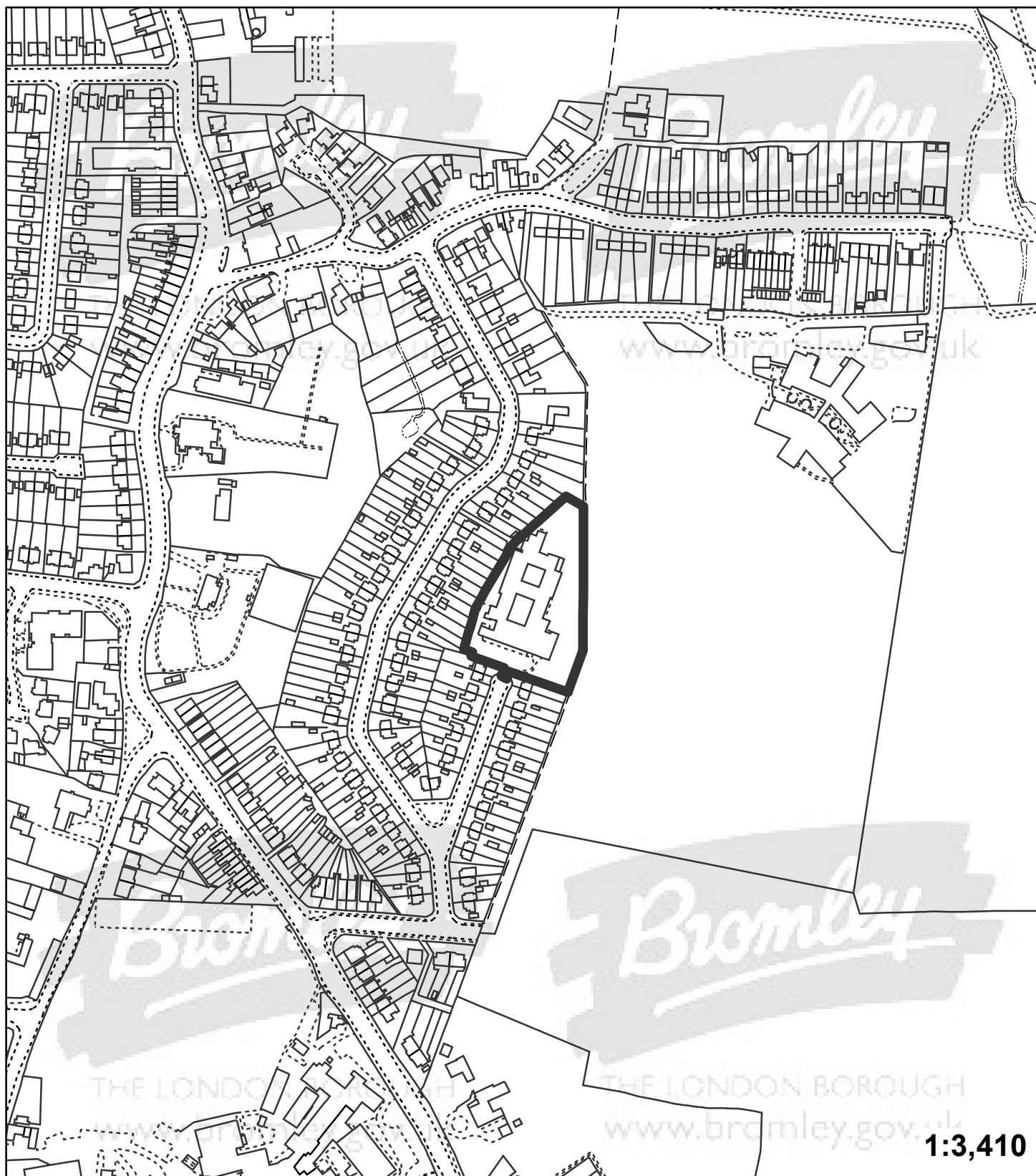
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/01873/FULL1

Address: Isard House Glebe House Drive Hayes Bromley BR2 7BW

Proposal: Demolition of existing care home and erection of 21 dwellings to provide 2 x one bedroom flats, 10 x two bedroom flats, 6 x three bedroom houses and 3 x four bedroom houses with a total of 37 car parking space, provision for refuse/recycling and cycle parking and associated



"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 : 14/02128/FULL1

Ward:
Bickley

Address : Little Moor Chislehurst Road
Chislehurst BR7 5LE

OS Grid Ref: E: 542487 N: 169691

Applicant : Mr M Paye

Objections : YES

Description of Development:

Demolition of existing building and erection of part two/three/four storey building comprising 5 three bedroom and 4 two bedroom flats with 20 basement car parking spaces and cycle store.

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 to erect a part two/three and four storey building comprising 5 three bedroom flats and 4 two bedroom flats.
- The two second floor flats will possess an external balcony area at the north-east flank elevation of the building, with the other flats having access to the outdoor amenity area.
- The block will have a length of 28.8m (28.8m previously permitted ref. 13/04067/FULL1) and a width of 17.7m (17.7m previously permitted ref.13/04067/FULL1). It would have a height of 11.4m (9.0m previously permitted ref.13/04067/FULL1). It should be noted that application ref. 13/01009/FULL1 granted a part two/three storey building with a height of 10.5m. The building will incorporate a flat roof with a mansard feature housing the second floor flats and a mansard feature housing the third floor flat. The front of the building will be sited 30m back from Chislehurst Road.

- The existing access to the site would be retained and widened to provide a 4.0m wide access onto Chislehurst Road, with an area close to the building to allow cars to pass one another within the site.
- The driveway will lead to the front of the block, where an access ramp will provide vehicular access to the basement level where 16 car parking spaces are proposed, along with a bicycle store and additional ancillary storage space. Three additional car parking spaces are proposed to the front of the building. (Two parking spaces were proposed to the front of the building within application ref. 13/04067/FULL1).
- A refuse store is proposed towards the front of the site, with a height of 1.6m and dimensions of 3.7m by 2.5m.
- A landscaped area is proposed to the north-west and north-east of the block, and additional landscaping is proposed to provide screening to the east flank boundary.

Location

The site is located on the northern side of Chislehurst Road, with Bullers Wood School sited to the north. The application site previously comprised of a detached two storey dwelling which has now been demolished as part of the implementation of application ref. 13/04067/FULL1. To the west, the property at Kingsmere is a two/three storey block of flats. To the east is a detached bungalow at No. 45 Chislehurst Road.

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

Comments from Local Residents

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

- overdevelopment of the site/excessive height
- design of the building is not in keeping with the surrounding area
- impact on daylight/sunlight
- impact on privacy and increased overlooking
- impact on parking on the surrounding area and highway safety implications
- impact on neighbouring residential amenities
- impact on trees and loss of greenspace

Comments from Consultees

From an Environmental Health (Housing) point of view, concern is raised over the lack of separation between kitchens and living rooms in the two/three bedroom flats. This concern was also raised within the previous approved application.

The Council's Arboricultural Officer has not commented on this application. However the Arboricultural officer had raised no objection to the previous application ref. 13/04067/FULL1 which was for a similar scheme. The submitted Arboricultural report states that no tree works are proposed as the tree removal works has already been undertaken as part of the previous application. The previous application proposed that 15 graded C and U trees be felled and the Arboricultural Officer raised no objection to the loss of these trees. The sweet chestnut at the front of the application site is graded B and is the subject of a TPO. It is considered that should the application be recommended for approval then standard conditions B16, 18 and 19 should be imposed as within the previous application for a similar landscaping scheme.

The Council's Conservation Officer was consulted on the application and has stated that the nearest listed building is Bullers wood and due to the screening and distance there is unlikely to be any adverse impact and as such has raised no objection to the application.

No Technical Drainage objections are raised subject to standard conditions.

No Thames Water objections are raised subject to informatives.

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

Technical highways comments have been received stating that further to the two previous applications for 8 flats which have been previously been permitted and the 2012 application was dismissed at appeal. The highways ground of refusal was not supported within the 2012 appeal decision; therefore no objection is raised from a highway safety perspective subject to conditions.

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
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T7 Cyclists)
- T18 Road Safety
- NE7 Development and Trees

London Plan:

- 3.3 Increasing Housing Supply
- 5.3 Sustainable Design and Construction
- 6.9 Cycling
- 7.3 Designing Out Crime
- 7.4 Local Character

7.6 Architecture.

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

Planning History

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

Planning permission was refused under ref. 12/00276 for demolition of existing buildings and erection of a two/three storey building comprising 8 three bedroom flats and 16 basement car parking spaces. The refusal grounds were as follows:

'The proposal would lack suitable provision of amenity space for future occupiers and would constitute an overdevelopment of the site, resulting in a detrimental impact upon the spatial standards of the area and an adverse impact upon the street scene, contrary to Policies BE1 and H7 of the Unitary Development Plan.

The proposed development would have insufficient parking provision and lack vehicle turning space, contrary to Policies BE1 and T3 of the Unitary Development Plan.'

An appeal relating to application ref. 12/00276 was dismissed on appeal on 21st September 2012.

Planning permission was granted under ref. 13/01009 for demolition of existing buildings and erection of a part two/three storey building comprising 3 three bedroom, 4 two bedroom and 1 one bedroom flats with 15 basement car parking spaces and cycle store.

Planning permission was granted under ref. 13/04067 for demolition of existing buildings and erection of a part two/three storey building comprising 5 three bedroom and 3 two bedroom flats with 16 basement car parking spaces and cycle store.

Conclusions

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

Following the dismissed appeal in September 2012, application ref. 13/01009 was granted as Members considered this proposal overcame the concerns of the Inspector. Firstly, the proposed block was reduced in bulk, with its height and length reduced and the building was sited over 30m from the highway. It was subsequently considered by Members that the scheme sufficiently addressed the

Inspector's concerns. As the building constituted a less imposing feature than the previously proposed block within the street scene and was considered acceptable on balance.

The current proposals seek to create an additional mansard extension at third floor level which would increase the overall building height by 0.9m above the previously approved height of 10.5m within application ref. 13/01009. The mansard extension would have a width of 10.7m and a depth of 12.7m. The block would have a length of 28.8m (30.5m previously approved ref. 13/01009) and a width of 17.7m (16.7m previously approved ref. 13/01009). The proposals would only create an additional 2 bedroom unit at third floor level. The additional windows within the third floor flat would be located on the north-east and north-west elevations of the building. The building would retain the traditional elevational design of the previously approved scheme (ref. 13/04067); and the addition of the third floor mansard level would be in keeping with this design.

The site is flanked to the west by a two/three storey block at Kingsmere which is approximately 11m in height at its highest point. The submitted cross section plans shows that the height of the building including the proposed mansard level would set lower than Kingsmere which is positioned at a higher ground level to the south-west.

It is considered that the proposed height would be acceptable as it would be of similar height to Kingsmere and would also be sited further from Chislehurst Road than Kingsmere. Although the current proposal would include a third floor mansard level the overall footprint and bulk of the building would not be significantly increased. Therefore it is considered that the addition of a third floor mansard level would not impact harmfully on the character of the area or the street scene. Furthermore, the Councils Conservation Officer has raised no objection to the application and has stated that the nearest listed building is within Bullers wood and due to the screening and distance there is unlikely to be any adverse impact.

Although the block would be clearly visible from the highway; it would be set back significantly from the road (over 30m back from the highway). A 10.5m high building has already been approved on this location and it is considered that the street scene would not be harmfully affected, given the addition of a mansard level which would increase the previously approved building height by 0.9m. The mansard level would be proportionate to the size and design of the building and would be similar in proportion to the previous planning applications which have been granted on the site. In respect to character, the area is characterised by a mix of development types and the proposed mansard level would be in keeping with the character of the surrounding area.

The bungalow at No. 45 would be impacted upon to the rear (north) by the proposed increase in height of the building. However the increase of 0.9m in height would be modest and would not be considered to have an unacceptable impact on the amenity of surrounding occupiers over and above the previously approved height of 10.5m (ref. 13/01009). The third floor mansard level would be set back from No. 45 by 17.5m at its nearest point, and would be set back from Kingsmere by 15m at its nearest point. No balconies are proposed at third floor level and the

only fenestration proposed would comprise of windows within the north-east elevation wall overlooking the rear garages at Kingsmere. The windows proposed in the north-west elevation would overlook the Bullers Wood school site and would not face directly onto any building; and it should be noted that there is existing trees in excess of 20m in height along this boundary.

Furthermore, the boundary of the application site currently contains mature trees and high level vegetation and much of which will be retained. On balance, the relationship may be considered acceptable, with loss of light being minimised due to the position and set back of the mansard level. The issue of overlooking and loss of privacy to No. 45 and Kingsmere has previously been considered by Members within the previously permitted applications and the fenestration proposed on the mansard level would not significantly increase the impact on amenity to these adjoining properties.

Although the fenestration of the building on its lower levels has already been considered acceptable by Members within the previous approved application ref. 13/04067; and this application proposes no alterations to the external design of these levels. Furthermore, no Environmental Health objections are raised in respect to the windows and their obscurity.

With regard to the visual impact of the building and its impact on the amenity of adjoining properties. The building would be increased by 0.9m in height from the previously approved application. The addition of new mansard level which would be of modest proportions and would be set back approximately 8m from the main front and rear elevation walls of the building below. The orientation of the mansard level and position of its fenestration together with its acceptable separation distance from neighbouring buildings would be considered acceptable. As it would be sufficient to prevent any serious loss of outlook, increase overlooking, or impact on privacy of Kingsmere.

The mansard level would be located to the centre of the building which would be sited to the north east of the application site. Therefore no overshadowing and loss of sunlight would result. Daylight will also be retained by this separation. This boundary also possesses some vegetative screening and this is considered to help to reduce the impact and will be retained. To the rear of the block, the proposed flank balconies will be screened from Kingsmere by vegetation, and a landscaping condition would be imposed as was in the previous approved application to provide further boundary screening at this point. The building will be separated from the dwellings to the rear by almost 40m and this has also been considered acceptable by Members within the previous approved application (ref. 13/04067).

Table 3.2 of Policy 3.4 of the London Plan gives an indicative level of density for housing developments. In this instance the proposal represents a density of 42 dwellings per hectare with the table giving a suggested level of 35-55 dwellings per hectare in suburban areas with a PTAL rating of 1. This figure is consistent with the London Plan Guidance. It should also be considered however that the character of the area and the established pattern of development should be applied to this figure. It is judged in this case that in doing so the development may not compromise the character of the area.

Table 3.3 of Policy 3.5 of the London Plan states that new dwellings of this type should have between 50 and 95 square metres of Gross Internal Area (GIA), depending on the type of flat. In this case, the nine flats provide this minimum standard. Overall, the proposal would result in an intensity of use of the site that would be consistent with the local area and the London Plan and the 2012 Housing Supplementary Planning Guidance.

The previous application ref. 13/04067 permitted eight units within the building and Members considered that the outdoor amenity space was sufficient for these units. The layout of the lower floors and the overall footprint of the building would remain unchanged from application ref. 13/04067 and the proposals would only create an additional unit at third floor level. The proposed 2 bedroom unit at third floor level would have no external balcony or terrace space. However it should be noted that the first floor units within application ref. 13/04067 also had no access to external terraces. Therefore a refusal of the application on the provision external amenity space for one additional unit could not warrant a refusal of the application.

A refuse store will be sited at the front of the site and although prominently sited 6m back from the highway, this store will be modest in scale and will not be sited forward of No. 45. Therefore, its appearance within the street scene may not be considered intrusive or excessively bulky and prominent within the street scene.

The proposed access road will be sited 5-7m away from No. 45. This separation distance is considered to be acceptable and it is not considered to result in an unacceptable impact on the surrounding highway network to that currently experienced from traffic on Chislehurst Road. The provision of landscaping to the flank boundary will further reduce this disturbance and therefore the relationship of the access road with No. 45 is considered to be acceptable. No objection was raised by the Councils Transport and Highways team within this application or within the previous application ref. 13/04067.

Nevertheless, from a highway safety perspective, the proposal will result in the intensification of the use of the access to the site. The surrounding area has high levels of parking stress during certain times of the day largely due to the school adjacent. However access would remain the same as that approved within the previous application for eight units; and the addition of the one unit would include the addition of an extra parking bay located to the front of the building to accommodate this unit. The applicant has demonstrated that sightlines can be achieved from the proposed access widening and as stated above technical comments have been received from the highways engineer which raises no objection. An in principle increase in vehicular movements at the site has also been supported by the inspector within the appeal decision of application ref. 12/00276.

Having had regard to the above Members may consider the development in the manner proposed to be acceptable.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/00276, 13/01009 and 13/04067, 13/04067 excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
ACA04R Reason A04
- 3 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07
- 4 ACB16 Trees - no excavation
ACB16R Reason B16
- 5 ACB18 Trees-Arboricultural Method Statement
ACB18R Reason B18
- 6 ACB19 Trees - App'ment of Arboricultural Super
ACB19R Reason B19
- 7 ACC07 Materials as set out in application
ACC07R Reason C07
- 8 ACD02 Surface water drainage - no det. submitt
AED02R Reason D02
- 9 ACD04 Foul water drainage - no details submitt
ADD04R Reason D04
- 10 ACD06 Sustainable drainage system (SuDS)
AED06R Reason D06
- 11 ACH01 Details of access layout (2 insert) Chislehurst Road, with an
appropriate safety audit 1m
ACH01R Reason H01
- 12 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 13 ACH15 Grad of parking area or space(s) (2 in) access road 1:10
ACH15R Reason H15
- 14 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 15 ACH22 Bicycle Parking
ACH22R Reason H22
- 16 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 17 ACH29 Construction Management Plan
ACH29R Reason H29
- 18 ACH32 Highway Drainage
ADH32R Reason H32
- 19 ACI12 Obscure glazing (1 insert) in the first floor western flank
elevation
ACI12R I12 reason (1 insert) BE1
- 20 ACI17 No additional windows (2 inserts) western flank
development
ACI17R I17 reason (1 insert) BE1
- 21 ACI20 Lifetime Homes Standard/wheelchair homes
ADI20R Reason I20
- 22 ACK01 Compliance with submitted plan

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

23 ACK05 Slab levels - no details submitted
ACK05R K05 reason

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

Reason: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

25 The flat roof area to the western elevation of the second floor shall not be used as a balcony or sitting out area and there shall be no access to the roof area.

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

INFORMATIVE(S)

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

2 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

3 In order to minimise the impact of the development on local air quality it should be an aim to ensure that any gas boilers meet a dry NO_x emission rate of <40mg/kWh

4 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

- 5 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.
- 6 Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 7 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.
- 8 This proposal also requires approval under the Petroleum (Consolidation) Act 1928 and application must be made to London Fire and Emergency Planning Authority, 169 Union Street, London, SE1 0LL; telephone 020 8555 1200; e-mail: info@london-fire.gov.uk (service covered: Monday to Friday 8am to 5pm). (N.B. This informative applies to petrol filling stations and parking areas within buildings which are capable of accommodating 12 or more cars (including basement car parks).
- 9 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.
- 10 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)).

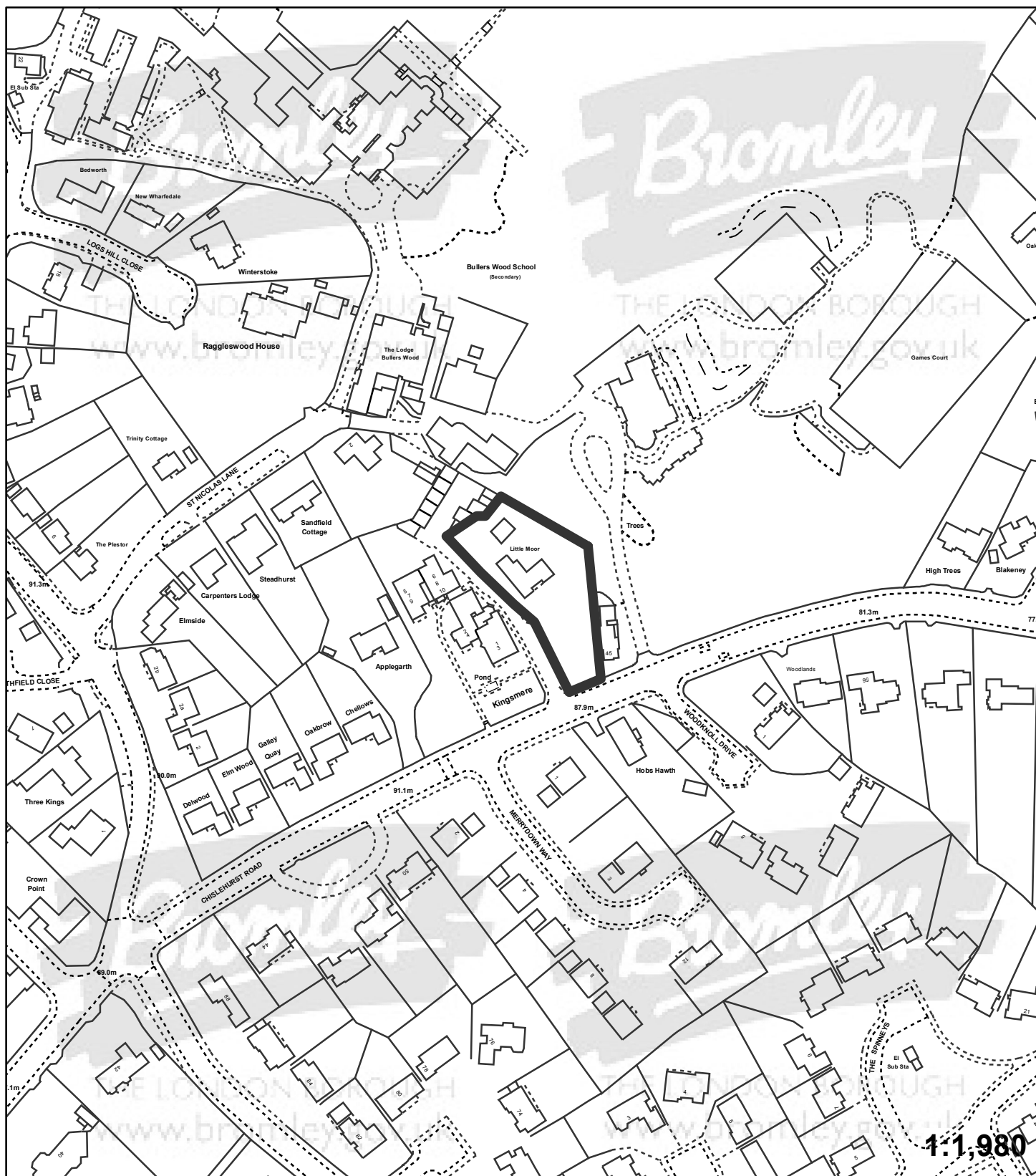
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/02128/FULL1

Address: Little Moor Chislehurst Road Chislehurst BR7 5LE

Proposal: Demolition of existing building and erection of part two/three/four storey building comprising 5 three bedroom and 4 two bedroom flats with 20 basement car parking spaces and cycle store.



"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 : 14/02190/FULL1

Ward:
Hayes And Coney Hall

Address : Park House Rugby Football Club Barnet
Wood Road Hayes Bromley BR2 7AA

OS Grid Ref: E: 541133 N: 165495

Applicant : Park House Rugby Football Club (Mr D Catchsides) **Objections :** YES

Description of Development:

Single storey side and rear extensions

Key designations:

Proposal

Planning permission is sought to extend the ground floor rear and side elevation of Park House Rugby Club creating a new entrance area, toilet facilities and function room for social events.

The design and access statement states under section 3 that the new infill extension to the rear will provide a much needed additional function room for dining and entertaining. The side extension will provide a new entrance and corridor with guest toilets and a much needed additional store for equipment.

At present the site, measuring 336sqm operates as a pavilion and includes a bar, club house, toilets and kitchen facilities. The site also has its own car park.

Location

The application site is located just off Barnet Wood Road and is predominately rural in nature with one property located to the north west of the rugby club (Gorsewood) whilst several properties (Brackendene, The White House and 1-5 Simpson's Cottages) lie to the south of the site. The site falls within designated Green Belt land and lies adjacent to Bromley, Hayes and Keston Common Conservation Area.

Comments from Local Residents

One letter of objection was received from the occupants of The White House.

Comments from Consultees

No consultations were requested as part of the application

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.
T3 Parking
T18 Road Safety
NE7 Development and Trees
G1 The Green Belt
L1 Outdoor Recreation and Leisure
ER8 Noise Pollution

National guidance in the form of The National Planning Policy Guidance is of relevance in this case.

Planning History

The only application associated with the site includes a 20m high telecommunications mast with 3 antenna 2 dishes and equipment cabin which was refused in 2002 under application ref. 01/03762. The application was also dismissed at appeal.

Conclusions

The main issues for consideration in this case can be summarised as follows:

- The appropriateness of the proposed use within the Green Belt context and the impact of the development on its open and rural character and the impact of the proposed development to the amenities of neighbouring residents
- The appropriateness of the proposed location
- The site is located within the Green Belt and adjacent to the Bromley, Hayes and Keston Conservation Area. The National Planning Policy Framework (NPPF) and Bromley UDP are both relevant to the determination of the application
- With regard to the appropriateness of the proposed use within the Green Belt context, the NPPF advises 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.

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, exceptions to this however do include:

- Provision of appropriate facilities for outdoor sport and recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

Policy G1 of the UDP states that within the Green Belt, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriate or any other harm.

Criterion (ii) of Policy G1 states the construction of new buildings or extensions to buildings on land falling within the Green Belt will be inappropriate, unless there are for the following purposes: essential facilities for outdoor sport and outdoor recreation and open air facilities and other uses of land which preserve the openness of the Green Belt.

Policy L1 of the UDP is also of relevance stating proposals for outdoor recreational uses on land designated on Green Belt will be permitted provided that:

- (i) within Green Belt the proposal constitutes appropriate development or use of land, as defined in Policy G1 and Policy G2;
- (iii) the activities ancillary to the use or development proposed are small scale and do not adversely affect either the character or function of the designated areas.

RECOMMENDATION: PERMISSION BE REFUSED

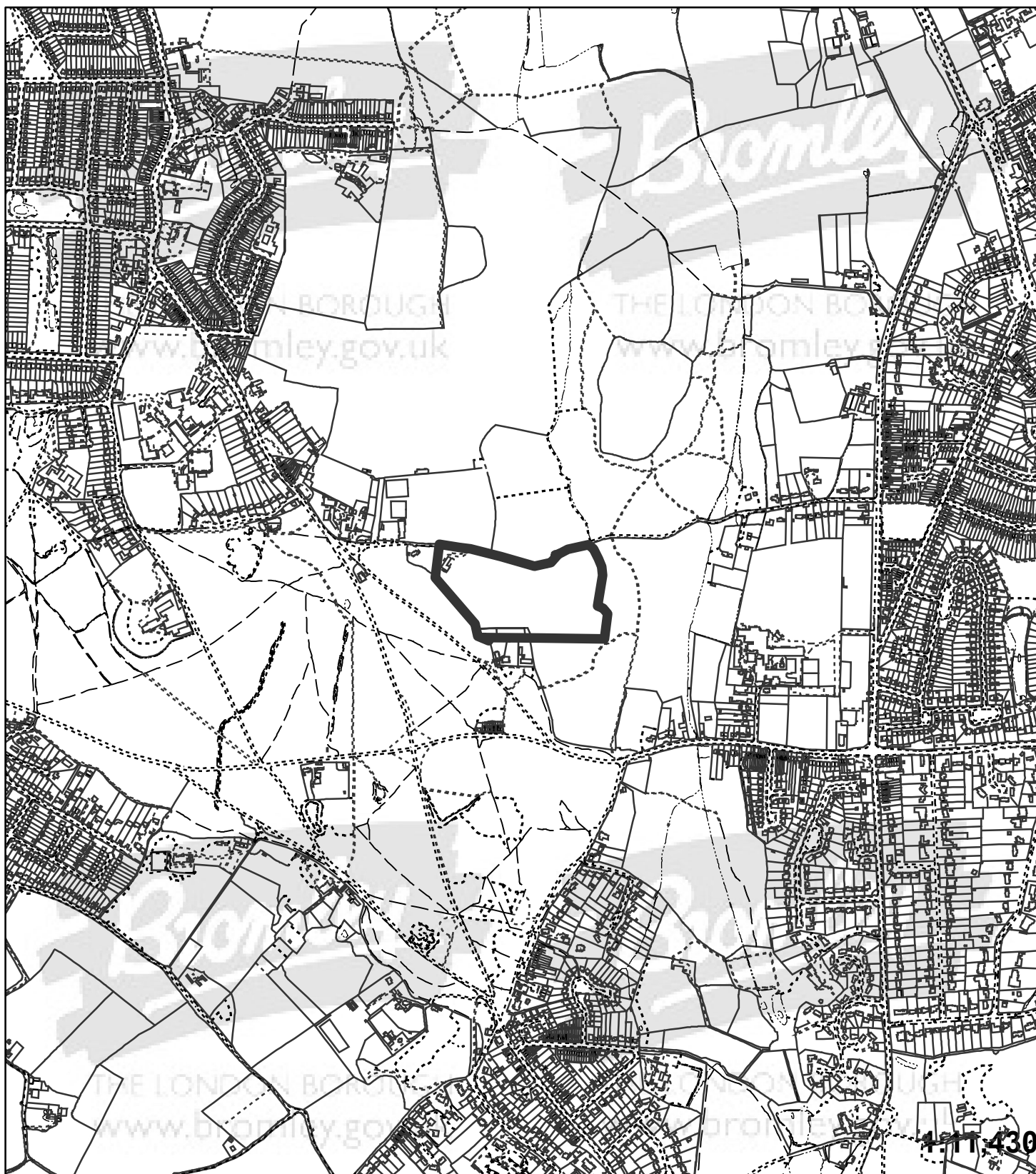
The reasons for refusal are:

- 1 The development proposed would cause harm by virtue of its size and bulk to the openness and visual amenities of the Green Belt contrary to Policy G1 of the Unitary Development Plan.

Application:14/02190/FULL1

Address: Park House Rugby Football Club Barnet Wood Road Hayes
Bromley BR2 7AA

Proposal: Single storey side and rear extensions



"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 : 14/02447/FULL1

Ward:
Chislehurst

Address : 51 - 53 High Street Chislehurst BR7 5AF

OS Grid Ref: E: 543851 N: 170804

Applicant : Mr Guy Osborn

Objections : NO

Description of Development:

Part one/two storey rear extension (enlargement of rear extension permitted under ref 14/00468 to incorporate first floor element)

RETROSPECTIVE APPLICATION

Key designations:

Conservation Area: Chislehurst

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

Green Chain Walk

London City Airport Safeguarding

London City Airport Safeguarding Birds

Retail Shopping Frontage Chislehurst

Proposal

In effect, this proposal seeks to enlarge a previously-approved extension in order to provide additional accommodation at first floor level. The proposed first floor extension will occupy an area to the rear of Nos. 51-53 High Street and will maintain a minimum separation of 2.9m from the rear of the existing buildings which will be filled by a roof terrace. The proposed floorspace will include an additional café seating area with a further terrace (in addition to the ground floor), as well as a store, office and WC. It will incorporate a predominantly brick and glazed façade and a flat roof which will rise to a height of 7.0m.

Work has commenced on this extension, although the Agent has advised that this is now in abeyance pending the outcome of this application.

Location

The application site is situated along the western side of Chislehurst High Street, approximately 30 metres south of its junction with Willow Grove. It falls within the Chislehurst Conservation Area.

The site of the proposed extension is to the rear of a parade of shops which fronts Chislehurst High Street with two storeys of accommodation above. Aside from single storey extensions at the rear, the rear of the parade has largely retained its original form and appearance.

Comments from Local Residents

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

- positive contribution
- Wrattens is a popular shop in the area

Comments from Consultees

No technical Highways objections raised.

Planning Considerations

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

BE1 Design of New Development
BE11 Conservation Areas
S4 Local Centres
S9 Food and Drink Premises

Chislehurst is a Local Centre designated in the UDP

Planning History

There has been a number of planning applications relating to the application site over the last 20 year period. The most relevant are summarised below:

Under ref. 10/01528, planning permission was granted for a single storey rear extension to the existing retail premises (permission having been granted for this originally under ref. 04/01567).

More recently, under ref. 13/03091, planning permission was granted in respect of an extension and sub-division of the existing A1/A3 gift shop and cafe (occupying the double premises at Nos. 51-53) to provide new coffee shop (A1/A3 use) and retail/cafe unit. Subsequent to that, under ref. 14/00468 planning permission was granted in respect of the enlargement of the rear extension approved under ref. 13/03091, together with replacement shop fronts to Nos. 51 and 53 High Street.

Conclusions

Since the ground floor element has been approved in its virtual entirety, the key consideration relates to the impact of the first floor extension on the character and appearance of the Chislehurst Conservation Area and on neighbouring amenity.

Specific concerns are raised in regard to the scale and massing of the proposed extension which will project beyond the back of this parade which fronts Chislehurst High Street and which is directly accessible at the rear via a service road. The parade which is of late-Nineteenth Century and forms a distinct feature within this part of the Conservation Area. Whilst various extensions and alterations have been undertaken at ground floor level, the upper floors to the rear of this parade retain a uniformity which contributes positively to the character and appearance of the CA.

Taking account of the scale of the proposed first floor addition, which will project up to 12.7m in depth beyond the rear elevation of the existing building at first floor level, and given the associated massing of the scheme (combined with the ground floor element), it is considered that this development will undermine the character and appearance of the CA, failing to either preserve or enhance local character.

Further concerns are raised in regard to the first floor terrace which will be situated between the rear elevation of the host building and the first floor extension. It will be situated level with maisonettes which occupy the first and second floor either side of Nos. 51 and 53 and will give rise to undesirable overlooking of the adjoining dwellings.

Taking account of the above issues, Members are advised to refuse planning permission. It is also considered expedient to issue enforcement proceedings in regard to the first floor element which has been partially constructed without the benefit of planning permission.

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

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

- 1 The proposed first floor extension would be visually unrelated to the existing building, out of character and out of scale with adjoining building, detrimental to the character and appearance of this part of the Chislehurst Conservation Area, and contrary to Policies BE1 and BE11 of the Unitary Development Plan.
- 2 The proposed roof terrace would give rise to undesirable overlooking of the adjoining dwellings, contrary to Policy BE1 of the Unitary Development Plan.

Additional recommendation:

Enforcement proceedings authorised to seek removal of unauthorised first floor extension.

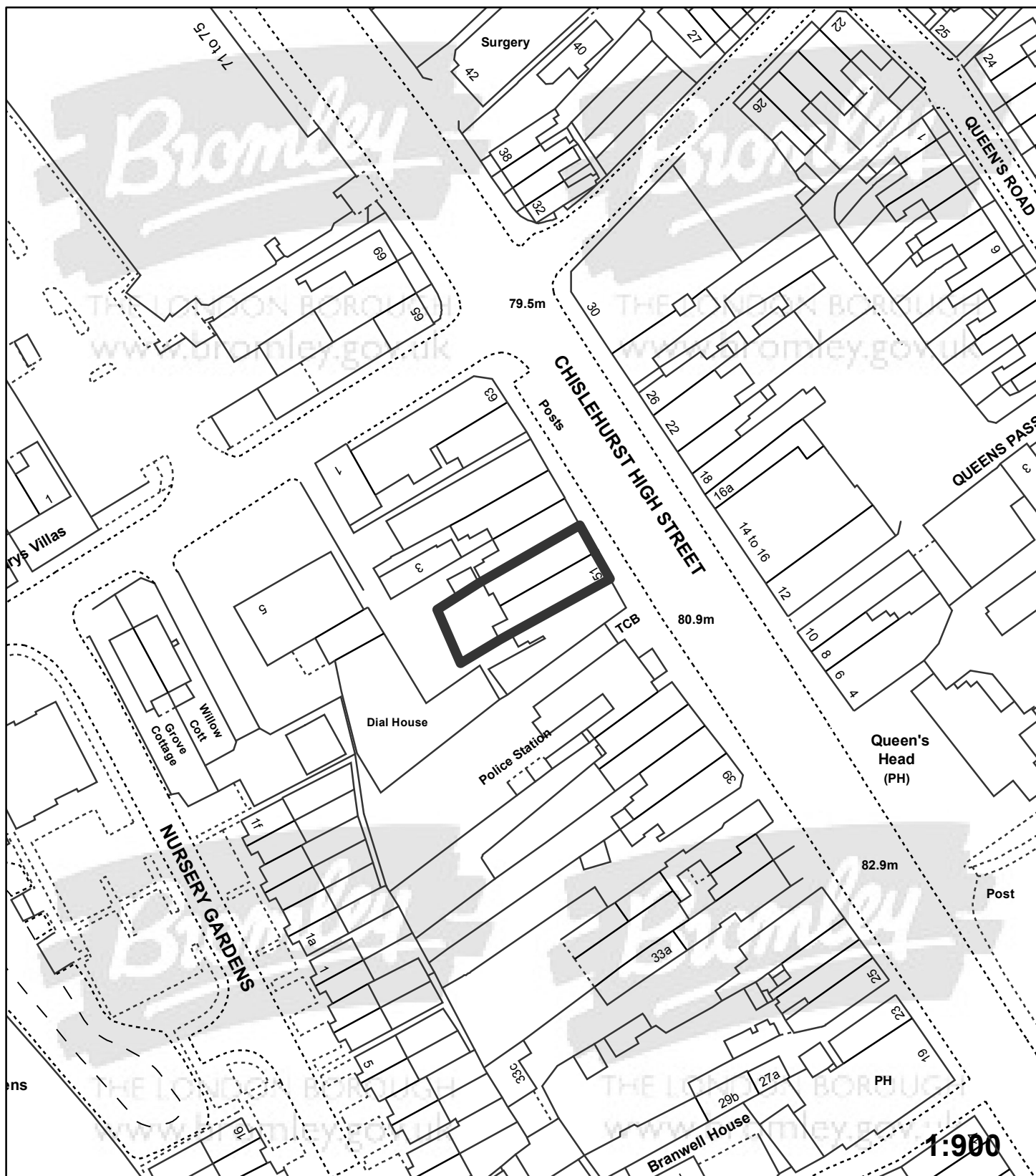
INFORMATIVE(S)

- 1 You are advised that enforcement action has been authorised in respect of some or all of the development subject of this planning decision and you should contact the Planning Investigation Team on 020 8461 7730 or by email to planningappeals@bromley.gov.uk to discuss what you need to do to avoid formal action by the Council.

Application:14/02447/FULL1

Address: 51 - 53 High Street Chislehurst BR7 5AF

Proposal: Part one/two storey rear extension (enlargement of rear extension permitted under ref 14/00468 to incorporate first floor element)
RETROSPECTIVE APPLICATION



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

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SECTION '2' – Applications meriting special consideration

Application No : 14/02529/FULL1

Ward:
Hayes And Coney Hall

Address : 85 Baston Road Hayes Kent BR2 7BS

OS Grid Ref: E: 540737 N: 165892

Applicant : Mr Charles Wimble

Objections : NO

Description of Development:

Conversion of existing dwelling into four self-contained flats with associated elevational alterations and balcony screening; provision of associated parking and refuse facility and amenity area. Formation of allocated parking in connection with existing pre-school.

Key designations:

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

Proposal

This application proposes the conversion of the existing dwelling into four self-contained flats, with associated elevational alterations and balcony screening; provision of associated parking and refuse facility and amenity area. The formation of allocated parking in connection with existing pre-school is also proposed.

The application is accompanied by a Design and Access Statement and a parking stress survey.

Location

The site is a two storey detached dwelling house, with attached pre-school facility, located on the east side of Baston Road. The house and existing pre-school are situated within the Green Belt. Opposite the site, to the west, is a school and playing fields located within an area of Urban Open Space and Bromley, Hayes and Keston Commons Conservation Area; to the immediate north and south is residential.

There is a large existing garden area to the rear of the site along with a separate area currently used for an external play area for the pre-school. To the front of the

site is a landscaped area and in/out access; this is used by No. 81, the pre-school and No. 85. A detached garage is situated to the south side of the dwelling.

Comments from Local Residents

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

Comments from Consultees

Subject to the correct size of parking bays, the application raises no Highways concerns; conditions are suggested in the event of a planning permission.

Environmental Health (Housing) raise concerns in respect of minimum space standards in relation to Mayor of London's 2010 London Housing Design Guide (4.0 Dwelling Space Standards).

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:

H7 Housing Density and Design
G1 Green Belt
T3 Transport
T18 Road Safety
BE1 Design of New Development
BE13 Development Adjacent to a Conservation Area

SPG1
SPG2

Planning History

There is an extensive planning history relating primarily to the school use of the wider site in the applicant's ownership.

The more recent and relevant planning history includes application ref. 14/00558 for the conversion of existing dwelling into five self-contained flats, with associated elevational alterations and balcony screening; provision of associated parking and refuse facility and amenity area. Formation of allocated parking in connection with existing pre-school. This was refused for the following reasons:

The proposal does not result in a satisfactory conversion to form five acceptable units in the manner proposed, by reason of the inadequate proportions and layout of the resultant accommodation thereby contrary to Policies BE1 and H11 of the Unitary Development Plan.

In the absence of sufficient information to demonstrate that the development will not have a knock on effect on to Baston Road, the proposal would be

likely to result in additional and unacceptable traffic congestion in the local road network, inconvenient to road users and prejudicial to the safety and free flow of traffic thereby contrary to Policy T3 and T18 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, the impact that it would have on the amenities of the existing and future occupants of nearby residential properties, the impact on highway safety and whether the previous grounds of refusal have been overcome.

The NPPF, and Policy G1, advise that the re-use of a building, is not inappropriate in the Green Belt provided 'they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt'. The buildings to be re-used should be of permanent and substantial construction.

There is a mix of residential and commercial/educational use within the vicinity, additionally there is maisonette accommodation at 87 Baston Road and the applicants have indicated a self-contained existing flat within the dwelling house at 85 Baston Road. No extensions are proposed to the host dwelling and there will be minor provision of outbuildings to provide refuse and cycle cover. The proposed garden/amenity is shown to be retained as a communal area for the proposed flats. Given the above and the planning history, in respect of impact on the character of the area the principle of the use of the existing house as flats may not be considered unacceptable.

There is an existing pre-school attached to the existing dwelling and therefore the intensification of the use of the site requires careful consideration. The refusal grounds to application ref. 14/00558 related to highways concerns and quality of resultant accommodation.

In respect of the relationship of the pre-school and the impact on future occupiers of the proposed residential units it is recognised that this sort of use often raises concerns with noise and the effect on neighbouring amenity. However, given the pre-school already exists alongside residential accommodation and on the basis that appropriate boundary screening can be provided no specific planning objection is raised in this respect.

Concerns are raised by Environmental Health in respect of the quality of the accommodation that will result from the proposal. The previously refused application was for five flats; this application is for four flats: two x one double bedroom and two x two double bedrooms. Table 3.3 of the London Plan sets out minimum space standards for new development which are minimum standards which developers are encouraged to exceed. The minimum area for a 1bed 2 persons flat is 50m² and that for a 2bed 4persons flat is 70m². The two bed flats proposed offer 73.64m² and 70.09m² gross floor area, respectively. It is for careful consideration as to whether the resultant accommodation will be satisfactory to provide a quality environment for future occupiers. The submitted documents do indicate a communal area but for clarity a plan to confirm the extent of communal

outdoor space has been requested. Given the context of the resultant accommodation and on the basis there is provision of a high quality and level of communal outdoor space, it may be considered, on balance, acceptable.

The revised parking area for the pre-school will result in increased hard-standing and loss of landscaped area to the front of the site. Whilst the site is situated within the Green Belt the impacts from the extent of the proposed parking area may not be considered to be so sufficient as to warrant a planning ground of refusal, given the existing use of the site. An element of existing soft landscaping is shown to be retained which will help to provide a reasonable setting for the proposed parking area. Any comments in respect of trees will be reported verbally to Committee.

In respect of Highways issues, a parking stress survey was submitted with the application. Four parking bays are provided with two visitor parking spaces for the proposed accommodation and dedicated parking for the pre-school existing facility. No concerns are now raised from a Highways point of view and conditions are suggested in the event of a planning permission, including a condition to secure the correct size parking bays.

It is therefore considered that, on balance, this proposal has satisfactorily addressed the previous grounds of refusal.

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 12.08.2014

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 3 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 4 ACH04 Size of parking bays/garages
 ACH04R Reason H04
- 5 ACH19 Refuse storage - implementation
 ACH19R Reason H19
- 6 ACH22 Bicycle Parking
 ACH22R Reason H22
- 7 ACH23 Lighting scheme for access/parking
 ACH23R Reason H23
- 8 ACH32 Highway Drainage
 ADH32R Reason H32
- 9 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Reason: In the interest of highway safety.

10 ACK01 Compliance with submitted plan
 ACK05R K05 reason

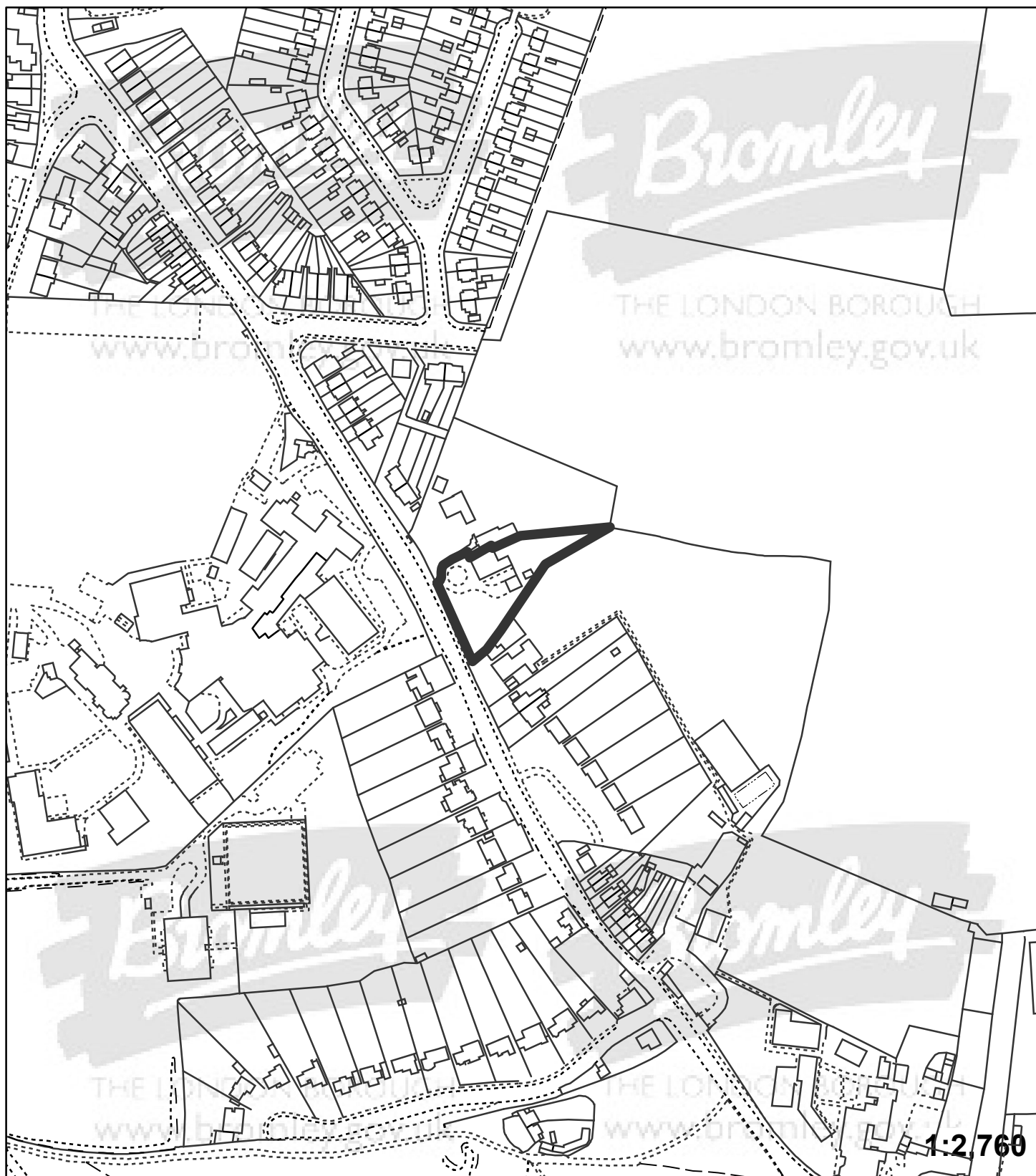
INFORMATIVE(S)

- 1 The applicant should be made aware that where bin storage is located further than 18m from the highway boundary LBB Waste Service has to be consulted regarding refuse storage and servicing of the units.

Application:14/02529/FULL1

Address: 85 Baston Road Hayes Kent BR2 7BS

Proposal: Conversion of existing dwelling into four self-contained flats with associated elevational alterations and balcony screening; provision of associated parking and refuse facility and amenity area. Formation of allocated parking in connection with existing pre-school.



"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 : 14/02678/FULL1

Ward:
Clock House

Address : Penceat Court 17 Bourdon Road Penge
London SE20 7SH

OS Grid Ref: E: 535107 N: 169215

Applicant : Mr Amit Mass

Objections : YES

Description of Development:

Additional storey to create 3 self-contained flats (2 x 1 bedroom flats and 1 x 2 bedroom flat)

Key designations:

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

Proposal

The application seeks permission for an additional storey to create 3 self-contained flats (2x1 bedroom flats and 1x2 bedroom flat).

Location

The site is located on the southern side of Bourdon Road, opposite the junction with Worbeck Road. The road is generally characterised by two storey Victorian terraced and semi-detached properties. At present the site comprises a three storey 1970s block of flats which were originally granted for elderly and warden accommodation. Access to the site is via the frontage, with 5 parking spaces provided for the existing flats. The existing block sits approximately 3m from each side boundary.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and a large number of representations were received from local residents which can be summarised as follows:

- an additional storey would block out light
- even when the additional storey is set back the extended height of the building will exceed the height of the rest of the properties on the street

- more people equals more cars. On street parking is already an issue.
- privacy will be lost
- current management do nothing to tackle issues of anti-social behaviour or fly tipping
- previous repairs to the building have been neglected
- overlooking would occur
- the original planning permission for the block stipulated that it should be no higher than three storeys.
- another storey would make this building look even more of an eyesore

Full copies of all correspondence received can be found on file ref. 14/02678.

Comments from Consultees

Highways

There are five car parking spaces provided; however no additional car parking is offered by the applicant. Also the development is within an area with medium PTAL rate of 3.

There are 23 flats with limited off-street parking spaces. Theoretically three flats should not generate significant car parking demand, however the applicant should supply a night time parking survey (over two nights) to establish the availability of on-street parking spaces.

Housing Enforcement

No objection in principle however the developer should take every opportunity to improve the aesthetic design of the block and also the environmental performance by improving the external thermal cladding, fire separation and sound proving.

Environmental Health

The Environmental Health officer comments that Penceat Court has been a persistent source of complaints over many years about fly tipping, noise and antisocial behaviour. If the proposed scheme will genuinely improve the building and management then I would not object, however, there is a suspicion that this may just be adding more people to an already problem block. The omission of a plan for the existing top floor means it is not possible to see if the proposed stacking arrangement is compatible.

Drainage & Thames Water

From a drainage point of view, no comments have been raised and Thames Water do not raise objection to the scheme subject to a standard informative.

Planning Considerations

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

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

London Plan:

4B.1 Design principles for a compact city
4A.3 Sustainable design and construction
4B.8 Respect local context and communities
3A.3 Maximising the potential of sites

All other material considerations shall also be taken into account.

Government guidance in the form of the National Planning Policy Framework (NPPF) encourages higher density developments in appropriate locations, while emphasising the role of good design and layout to achieve the objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas, but without compromising the quality of the environment.

Planning History

The planning history at the site is quite extensive and can be summarised as follows:

- 70/02534 - planning permission refused for a 2 storey block of 12 flats and wardens accommodation (for elderly);
- 71/00529 - outline planning permission granted for flat lets for elderly and wardens accommodation
- 72/00137- details pursuant permission granted for 19 flat lets for elderly and wardens accommodation
- 09/00943 - planning permission refused for the formation of additional storey to form 3 self contained flats (1 one bedroom and 2 two bedroom) and elevational alterations to existing building.

This application was refused on the following grounds:

- 1 The additional storey proposed would result in an overdominant building out of scale with surrounding development and detrimental to the visual appearance of the street scene, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.
- 2 The proposed development would give rise to an unacceptable degree of overlooking, loss of privacy, loss of outlook and general amenity to the occupiers of the surrounding properties thus contrary to Policy BE1 of the Unitary Development Plan.

- 10/01092 - planning permission was refused for the formation of additional storey to form 3 self contained 2 bedroom flats and elevational alterations and improvement to fenestration

This application was refused on the following grounds:

- 1 The additional storey proposed would result in an overdominant building out of scale with surrounding development and detrimental to the visual appearance of the street scene, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.
- 2 The proposed development would give rise to an unacceptable degree of overlooking, loss of privacy, loss of outlook and general amenity to the occupiers of the surrounding properties thus contrary to Policy BE1 of the Unitary Development Plan.

Conclusions

The main issues in this case are whether the type and height of development being proposed is acceptable in principle in this location, whether the current application has overcome the previous refusal grounds (refs.10/01092 and 09/00943), the likely impact of the proposed scheme on the character and appearance of the surrounding area, and on the amenities of neighbouring residential properties, having particular regard to the density and design of the proposed scheme, and the parking arrangements.

Following the refusal of the two previous applications the applicant and agent have sort pre-application advice in advance of this current application being submitted. The advice given by way of letter dated 7th March 2014 centred on a scheme which would add a three storey extension with a rear projection of around 10m in the southern corner of the existing block. The informal advice which was given stated that the scale and parameters set out in the submitted drawings were not likely to be considered acceptable.

The current scheme has taken heed of the advice of the 7th March and the development proposed is now focused solely on adding another storey to the existing building, similar to that of the two previous applications but with a flat roof as opposed to a mansard one. The number of flats also remains the same.

The previous application was refused on the basis that an additional storey would result in an overdominant building which would be out of scale with the surrounding development and would lead to a detrimental impact upon the visual appearance of the streetscene, and would also lead to unacceptable loss of privacy and outlook, an unacceptable degree of overlooking and loss of general amenity to nearby residents.

The current scheme does not appear to have overcome these grounds despite the recessed and flat roof design looking marginally better than the previous mansard style roof. The main principle issue remains however when looking at the original planning permission which allowed for the block to be built initially (ref. 71/00529),

one of the conditions stated that the proposed building shall be no higher than three storeys. This view remains today, due to the overriding character of the area being predominantly two storeys in a Victorian style and an additional storey above the existing three storey would therefore be entirely out of character.

A large amount of objection letters have been received from surrounding residents relating to concerns over the entire proposal and in particular in terms of the impact on the amenities of surrounding properties, the side and rear windows proposed which may lead to an increased amount of overlooking and loss of privacy to surrounding properties. The original details pursuant application for the block in 1972 (ref. 72/00137) required that the flank windows shall be of high level and be obscure glazed to ensure that the development did not prejudice the enjoyment of neighbouring occupiers.

From a highway perspective, the proposal does not propose any allocated parking spaces for the new units. Whilst the Highways comments raise no objection as the area has a medium PTAL rate of 3 there are 23 flats with limited off-street parking spaces. Theoretically three flats should not generate significant car parking demand, however the applicant should supply a night time parking survey (over two nights) to establish the availability of on-street parking spaces. A parking survey has not been provided and local residents have raised objections that parking in the street is already an issue.

Whilst the roof design of the previously refused has been altered to include a recessed flat roof to try to match that of the existing building the addition of a further storey in this location would be detrimental to the visual appearance on the existing streetscene. Having had regard to the above it was considered that the overall design, size and bulk of the proposal is not acceptable in that it would result in a significant loss of amenity to local residents and have a detrimental impact upon the character of the area in general.

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.

RECOMMENDATION: PERMISSION BE REFUSED

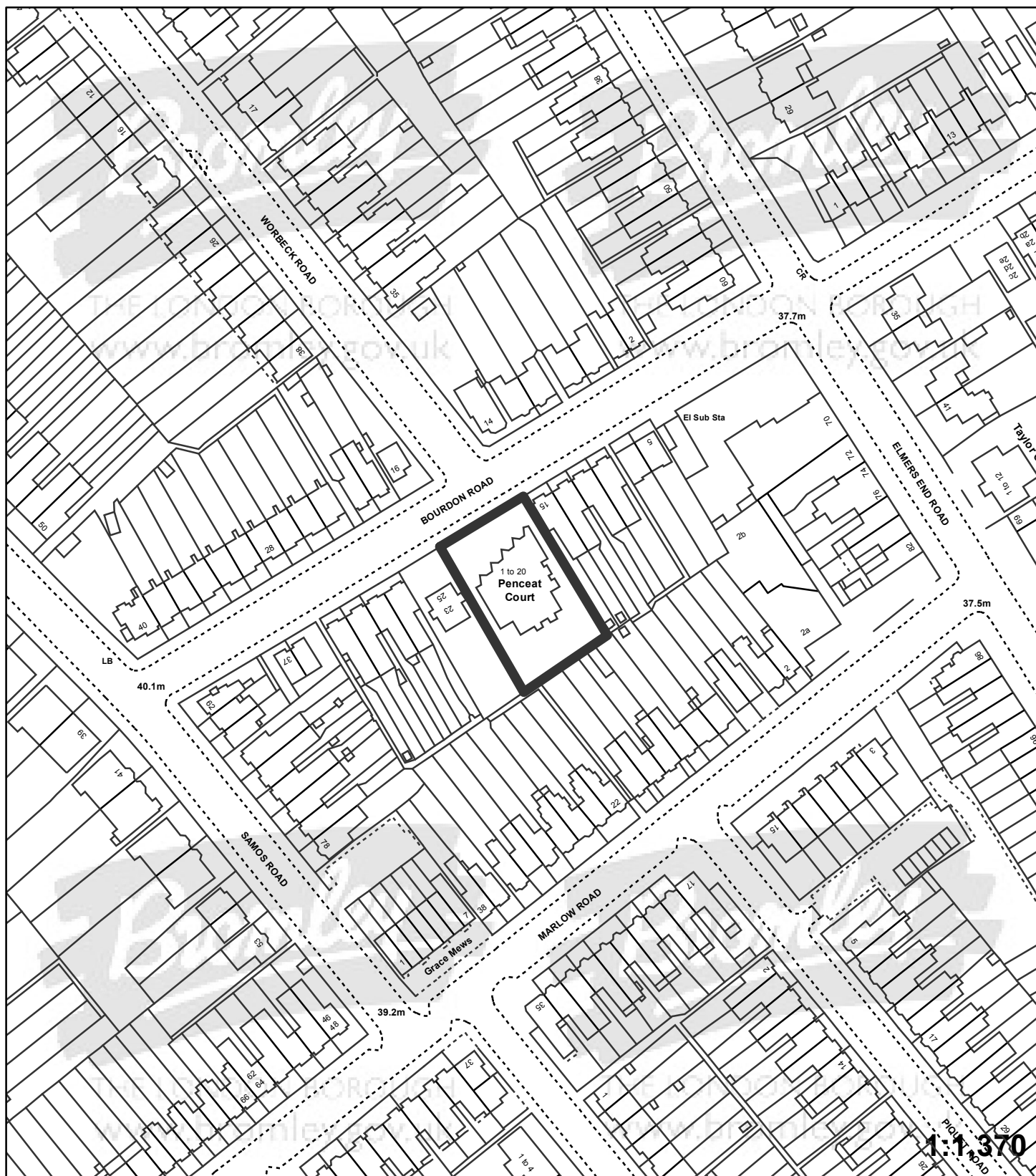
The reasons for refusal are:

- 1 The additional storey proposed would result in an overdominant building out of scale with surrounding development and detrimental to the visual appearance of the street scene, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.
- 2 The proposed development would give rise to an unacceptable degree of overlooking, loss of privacy, loss of outlook and general amenity to the occupiers of the surrounding properties thus contrary to Policy BE1 of the Unitary Development Plan.

Application:14/02678/FULL1

Address: Penceat Court 17 Bourdon Road Penge London SE20 7SH

Proposal: Additional storey to create 3 self-contained flats (2 x 1 bedroom flats and 1 x 2 bedroom flat)



"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 : 14/02727/FULL1

Ward:
Plaistow And Sundridge

Address : 49 Park Avenue Bromley BR1 4EG

OS Grid Ref: E: 540131 N: 170593

Applicant : Mr D Francis

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of part two/three storey building, comprising, 3 one bedroom and 5 two bedroom flats with associated car parking and refuse and recycling store.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain Walk
London City Airport Safeguarding
London City Airport Safeguarding Birds

Proposal

- Demolition of existing single dwelling house
- Replacement two/three storey block of 8 flats, comprising 3 one bedroom and 5 two bedroom flats
- 3 x Juliet balcony windows are proposed at the rear serving the first and second floor flats
- Parking for 8 cars to the front
- The proposed block would allow 2m side space from the eastern boundary and 2.166m to the western boundary
- The building would be three storeys high on the western side adjacent to the nursing home (No.47)
- To the eastern side the development would reduce down to two storeys high
- The building would incorporate a multi-hipped roof design with a stepped ridge height featuring gables and bay windows
- It would have a stepped rear façade with a greater depth towards the centre of the plot
- It also proposes a staggered frontage with the right hand side set back from the left hand side by around 6m

- A covered refuse store is proposed to the western boundary and covered cycle parking within the rear garden with space for 8 bicycles (see amended plan received 3/9/14)
- The amenity area to the rear appears as a communal facility.

Location

The site is a detached, two storey single family dwelling house located on the north side of Park Avenue, within a predominantly residential area. There is a nursing home immediately adjacent to the west (47) and a single storey dwelling to the east (51A) with a two storey building converted into flats (51) attached. Directly opposite the site, to the south, is residential and to the north of the site lay the rear gardens of properties in Quernmore Road and Quernmore Close.

Park Avenue is a wide, straight road with mature street trees and mostly single dwelling houses with attractive landscaped front garden areas. The site is situated between a nursing home and flat conversions but although these are no longer individual dwelling houses due to their converted nature do, to a degree, retain the appearance of individual dwellings.

Comments from Local Residents

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

- block of flats would be out of style and character with the road
- overdevelopment of the site
- 51a is much smaller and would be dwarfed by comparison
- land at rear slopes downhill so rear elevation would effectively be four storeys when viewed from rear
- deed of covenant applies to Park Avenue
- insufficient parking
- addition of cars parked on road presents a hazard for cars turning out of junction
- no disabled parking
- set a precedent for further conversion
- rear elevation would dominate properties in Quernmore Road
- noise and disturbance from manoeuvring of vehicles and number of occupants
- possibility of sub-division of bedrooms giving rise to an increase in occupancy
- impact on sleep and health of nursing home patients
- bulk and dominance would deprive residents of privacy, light and enjoyment of gardens
- will give direct views into 14 Quernmore Close
- landscaping is only a relatively minor improvement
- future residents may have more than 1 car per flat
- would lead to additional parking on Park Avenue

- would conflict with planning permission granted for pedestrian access from Park Avenue to Parish School (ref.13/01690) in terms of parking in Park Avenue
- trees on site should be preserved
- will tower over adjacent property to east blocking out light
- properties to north will be overlooked and lose light
- loss of privacy to nursing home residents
- dirt and dust from construction will affect residents and pose infection control issues
- access to nursing home may be impeded by parking across entrance delaying ambulances
- only purpose-built block of flats in road
- could connect to adjacent nursing home
- size of rear gardens significantly reduced
- view of tree would be lost
- bin and cycle stores visually intrusive
- proposed parking would lead to loss of visual amenity
- loss of privacy from Juliet balconies
- does not address local housing shortage.

Comments from Consultees

The Council's highways Development Engineers have raised no objections to the proposal subject to a number of conditions.

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

The Council's Drainage Engineer has raised no objections subject to a drainage layout plan being submitted.

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

Environmental Health (Housing) offer comment on fire systems and ventilation to en-suite bathrooms but raise no objection.

Thames Water raise no objection with regard to sewerage or water infrastructure capacity; informatives are suggested in the event of a 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
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking

T18 Road Safety

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

NPPF 2012

Planning History

The planning history of the site includes proposals under application refs. 05/03784 and 06/00980 to demolish the house in order to extend the adjacent nursing home. These applications were refused by the Council and dismissed at appeal, regarding issues such as overdevelopment and intensification of use by the Nursing Home.

More recent history includes permission for a two storey side extension, ref.11/03069.

Most recently, permission was refused by the Council for a scheme similar to that here proposed (ref.13/04198) for the following reasons:

- 1 The extent of proposed development would leave a deficiency in the provided amenity area resulting in an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces and would be out of character with the area contrary to Policies H7 and BE1 of the Unitary Development Plan.
- 2 The proposed development by reason of its excessive bulk, mass and site coverage, and insufficient car parking would constitute an overdevelopment of the site, harmful to the character of the area, thereby contrary to Policies H7 and BE1 of the 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 in relation to privacy, outlook, light, noise and disturbance and highways considerations.

In refusing the previous application the Council did not object to the principle of a flatted development in this particular location. However, it was considered that the amount of development proposed combined with the building's bulk, mass and site coverage by building and hard surfaces, would lead to an overdevelopment of the site. Consequently, the applicant has amended the scheme by reducing the number of flats from 9 to 8, reducing the overall depth of the building and lowering the ridge height on the eastern side from three to two storeys. The number of parking spaces has also been reduced from 9 to 8 and has been moved further away from the front and side boundaries, allowing for much denser screen planting adjacent to the highway boundary and along the western boundary.

In terms of density, the supporting statement advises that the site has an area of 0.11 hectares, number of habitable rooms proposed at 21 with the resulting density of development at 190hr/ha. The London Plan indicates a guide of 150-250hr/ha for a PTAL rating 2 location. It is noted that some of the room sizes are large and pose the potential for division, however, given that the density rating would be at the lower end of the London Plan's guidelines, this aspect of the proposal is considered acceptable.

While the frontage of the site would still largely consist of hard landscaping, the reduction in parking bays and re-configuration of the parking layout would provide the opportunity to create an attractive setting with soft landscaping, including trees at the front, which would help to screen the parking area from within the street scene. No.49 currently benefits from a large rear garden in comparison to its immediate neighbours at 47, 51A, 51 and the properties to the north. Therefore, despite the increased footprint from that of the existing dwelling, due to the staggered building line proposed at the rear, the development would not lead to a significant reduction in the spaciousness of this site. Landscaping and boundary enclosure conditions are recommended to ensure a satisfactory setting for the development.

In terms of its overall scale and massing, the proposed building has been reduced to two storey's on its eastern side adjacent to 51A which is a single storey building with accommodation within the roof. This reduction in height provides a more comfortable transition in scale of the three buildings within the street scene, with the lower ridge height measuring only 1m (approx.) higher than that of 51A. Furthermore, the stepped-back building line of this part of the proposal would result in this part of the building being even less prominent and, overall, the design approach in terms of its staggered building line, step in ridge height, use of gables and features such as the bay windows and fenestration detail is considered to result in a proposed development which would not appear unduly bulky within the street scene. In addition, minimum side spaces of 2m are allowed to each boundary providing adequate visual separation between the buildings.

Aside from the issues addressed above, local objections are also concerned with the difference in levels in the vicinity resulting in the properties to the rear being at a lower level than the application site. Appeal decisions (see above) for development across the site to extend the existing nursing home saw the Inspector opine that the proposed extensions would result in a structure that would appear incongruous with its surroundings and because of its size and elevated position

would dominate the nearby dwellings. The current scheme does propose a larger building than currently exists, however, it differs from the appeal scheme, not only in respect of use, but that it is a separate, stand-alone development rather than an extended development across two sites. Furthermore, the use of staggered building lines and lowered roof height would help to diminish its visual impact.

Concerns are also raised in respect of overlooking, overshadowing and the impacts from the scale, bulk and height of the proposal. Flank windows to the adjacent sites are noted; the impact from the proposed flank windows is unlikely to be significant enough to warrant a planning ground of refusal given their location and purpose and that the use of obscure glazing and opening details can be subject to planning condition.

The configuration of single storey extensions to the rear of the adjacent nursing home results in a particularly sensitive relationship to the proposed development but this is considered to be addressed by the use of staggered rear building line and greater separation to this element.

It is the case that the Juliet balconies to the rear elevation combined with the rear elevation set deeper into the site does increase the potential of overlooking of adjacent garden areas. However, it is accepted that there is a degree of overlooking that will exist in suburban areas such as this and, given the distances involved and the oblique nature of the potential overlooking it is not considered sufficiently detrimental to raise a planning ground of refusal in this respect. Members may also note that no ground relating to neighbouring amenity was found to be sustainable in the previous refusal of planning permission.

Some objectors have raised the issue of a deed of covenant in place in Park Avenue, however, this would be a private legal matter, not falling under the control of Planning legislation.

No significant trees are affected by the proposal and therefore no objections are raised in this respect.

Amended plans were received on 3rd Sep 2014 showing additional cycle parking stands within the proposed structure as well as introducing security lighting to the rear garden path and a side pedestrian access gate. From a highways perspective the proposal is considered acceptable in that it would not have a significant impact on road safety or parking within the vicinity of the site.

An enclosed bin store would be located adjacent to the western boundary of the site measuring 2.3m in height and is unlikely to have an undue impact on neighbouring residents of the nursing home given its scale, enclosed nature and location in relation to adjacent windows.

Background papers referred to during production of this report comprise all correspondence on the files refs. 14/02727 and 13/04198 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 03.09.2014

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 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01
- 5 ACD02 Surface water drainage - no det. submitt
AED02R Reason D02
- 6 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 7 ACH04 Size of parking bays/garages
ACH04R Reason H04
- 8 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 9 ACH19 Refuse storage - implementation
ACH19R Reason H19
- 10 ACH22 Bicycle Parking
ACH22R Reason H22
- 11 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 12 ACH29 Construction Management Plan
ACH29R Reason H29
- 13 ACH32 Highway Drainage
ADH32R Reason H32
- 14 Before the development hereby permitted is first occupied the proposed window(s) in the first and second floor western elevation and eastern flank elevations shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties any openings should be at high level.
ACI11R Reason I11 (1 insert) BE1
- 15 ACI17 No additional windows (2 inserts) flank development
ACI17R I17 reason (1 insert) BE1
- 16 ACI21 Secured By Design
ACI21R I21 reason
- 17 ACK01 Compliance with submitted plan

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

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

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of the amenities of the area.

19 Before any part of the development is first occupied, bicycle parking (including covered storage facilities) shown on the approved drawings shall be completed and permanently retained thereafter.

ACH22R Reason H22

20 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.

AED02R Reason D02

21 Details shall be submitted to and approved in writing by the Local Planning Authority of proposals for the construction of all dwellings hereby permitted as "Lifetime Homes" in accordance with Policy 3.8 of the London Plan prior to commencement of the development hereby permitted. The dwelling shall be constructed in accordance with the approved details.

Reason: In order to comply with Policy 3.8 of the London Plan.

22 No development shall commence until an arboricultural method statement for the protection of trees shown retained both on and immediately adjoining the site and as described by British Standard BS 5837:2012 is submitted to and approved in writing by the Local Planning Authority. The arboricultural method statement shall also include means of any special methods of construction for excavation, foundations and new hardsurfaces. Once approved the works shall be implemented as specified in the method statement prior to the commencement of work on site, and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development.

ACB18R Reason B18

INFORMATIVE(S)

1 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.

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 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk
- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 6 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.

Application:14/02727/FULL1

Address: 49 Park Avenue Bromley BR1 4EG

Proposal: Demolition of existing dwelling and erection of part two/three storey building, comprising, 3 one bedroom and 5 two bedroom flats with associated car parking and refuse and recycling store.



"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 : 14/02900/FULL1

Ward:
Darwin

Address : Land Known As Jenny's Field
Blackness Lane Keston

OS Grid Ref: E: 541000 N: 162504

Applicant : Mr Ian Stell

Objections : YES

Description of Development:

Erection of 1m high boundary fencing and change of use from rough grazing to apiary (beekeeping)

Key designations:

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

Proposal

Planning permission is sought for the following:

- beekeeping with a maximum of 20 hives
- a wooden shed with a floor area of 1.26 x 0.86m² is proposed with a height of 0.93m to the north of the site
- 1m high wooden fence and hedge to enclose the apiary
- vehicle access to the site via an entrance adjacent to Keston Fruit Farm Cottages
- the applicant has confirmed that beekeeping is for a hobby rather than a business

Location

The site is located close to Keston Fruit Farm and is designated Green Belt land. The site and surroundings comprise agricultural and open land. There are residential properties to the east and south that are over 450m away on Blackness Lane and Leaves Green Road.

The site is currently used for rough grazing.

Comments from Local Residents

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

- increase in traffic
- narrow private road
- not suitable for heavy traffic
- access via private properties
- not fit for increase in traffic
- concerns over facilities for bee keep and staff?
- risk of litter
- no refused collection
- hives can contain 50,000 bees- can be intimidating for people
- bees can swarm
- risk of being stung
- hives would need to be sited high off ground
- what is to stop current bee keeper selling plot to less experienced keeper
- eye sore
- leads the way for other businesses to open

A full copy of the letter is available on the file. Any further comments will be reported verbally at the meeting.

Comments from Consultees

Highways- no objections in principle

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
G1 Green Belt
T3 Parking
T18 Road Safety

The National Planning Policy Framework and the London Plan are also considerations.

The site is subject to an Article 4 Direction, which restricts certain 'permitted development' rights, in the interests of maintaining the openness of the Green Belt.

Planning History

None.

Conclusions

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

Policy G1 of the UDP states that changes of use within the Green Belt may be considered appropriate provided that they maintain the openness of the land and do not conflict with the purposes of retaining land in the Green Belt. In this case, the proposal includes 1m high fencing, the small shed and hives, and will provide an outdoor recreational use for the Applicant. The proposed fencing will enclose this section of land to enable the use of the land as an apiary to be separated from the remaining part of the field. Members will be aware that in October 2013, an Article 4 Direction was imposed on Keston Fruit Farm which requires new enclosures, formation of an accesses and moveable structures (under Class A of Part 2 of Schedule 2 and Class A and Class B of Part 4 of Schedule 2). The main purpose of the direction is to prevent the subdivision of the existing plots to maintain the openness of the Green Belt. Although the use of the site as an apiary in itself may be an acceptable use within the Green Belt, the enclosure of the site would be contrary to the purposes of the Article 4 Direction and may result in difficulty in resisting similar sub-divisions of adjacent plots. It will impact on the openness and character of the land.

The NPPF states in Para 89 that the provision of outdoor recreational facilities may not be considered inappropriate. In this case, the proposed use is for outdoor recreation for a personal use, that use would have no discernible harm to the rural character and openness of the site. The proposed change of use would not, therefore, conflict with the purposes of including land within the Green Belt and would entirely retain its openness and rural character. However, Members may consider that the required boundary enclosure would be detrimental to the visual amenities and openness of the Green Belt.

Although one letter of objection has been received and taken into account whilst assessing the application, the proposal site is located a significant distance from neighbouring properties and therefore is unlikely to impact harmfully on the amenities of neighbouring dwellings.

Although the use itself may not be considered harmful to the openness and character of the Green Belt, the subdivision of this land will harm the Green Belt and refusal is recommended.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/02900 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

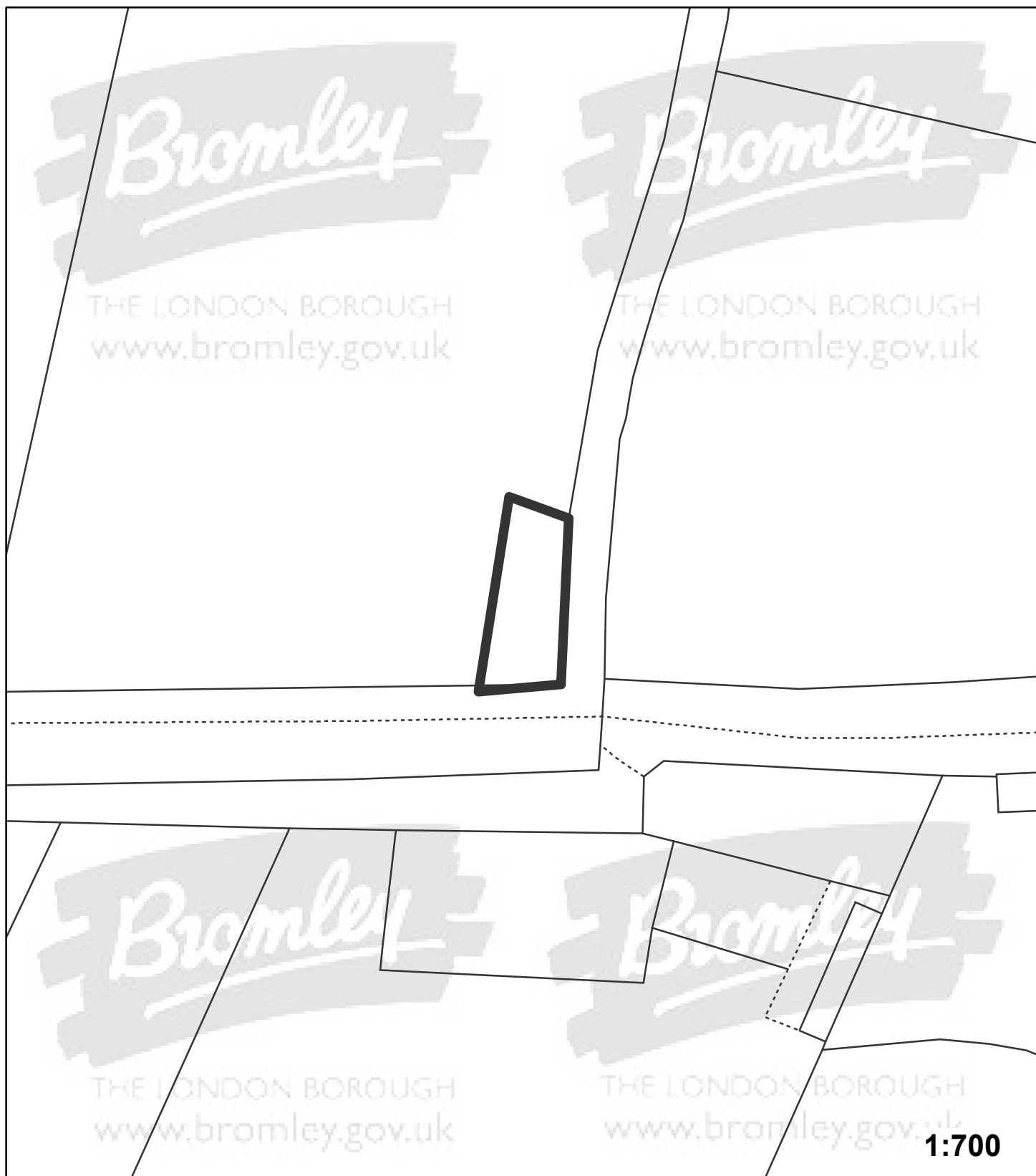
- 1 The proposed enclosure would result in an undesirable sub-division of the land which would be detrimental to the character, openness and visual

amenities of Green Belt, thereby contrary to Policy G1 of the Unitary Development Plan.

Application:14/02900/FULL1

Address: Land Known As Jenny's Field Blackness Lane Keston

Proposal: Erection of 1m high boundary fencing and change of use from rough grazing to apiary (beekeeping)



"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 : 14/02945/FULL6

Ward:
Orpington

Address : 23 Wyvern Close Orpington BR6 9DX

OS Grid Ref: E: 546811 N: 165220

Applicant : Mr Mark Hewlett

Objections : YES

Description of Development:

Single storey side/rear extension and roof extension incorporating gable ends/front gable and dormers to front and rear

Key designations:

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

Proposal

- The proposal will provide a side/rear extension to the house that will square off the dwelling. A front replacement bay window will be provided with a gabled front roof.
- The main roof of the dwelling will be raised in height from 6.0m to 7.3m with barn ended roof sections and front and rear dormers in order to create a two storey dwelling.

Location

The site comprises a single storey detached dwelling, that forms one of a set of similar bungalows on this side of Wyvern Close. To the north, there is a newer development of two storey dwellings. The wider area is comprised by predominantly detached dwellings set within spacious plots.

Comments from Local Residents

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

- inaccuracies on the boundary positions on the plans
- impact on amenities due to increase in height and bulk proposed
- loss of light and overshadowing
- visual impact from vertical side wall

Comments from Consultees

None.

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

The National Planning Policy Framework and the Council's adopted Supplementary Planning Guidance documents are also considerations.

Planning History

Planning permission was refused under ref. 14/01577 for a single storey side/rear extension and roof extension incorporating gable ends/front gable and dormers to front and rear. The refusal grounds were as follows:

'The proposed extension, by reason of its siting and design and height increase, would result in a loss of light to the flank windows of No. 21 Wyvern Close and would thereby have a detrimental impact on the amenities currently enjoyed by the occupants of this neighbouring property, contrary to Policies BE1 and H8 of the Unitary Development Plan.

The proposed extension, by reason of its design and bulky front gable, would result in an excessively prominent feature within the street scene and would impact harmfully on the character of the house and the wider area, contrary to Policies BE1 and H8 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 dwelling forms the end house of a group of bungalows on this side of Wyvern Close and is adjacent to two storey newer development. The provision of a first floor and a two storey appearance would not therefore appear out of character and the overall height increase would result in a similar height to these newer adjacent developments. The proposal would, however, introduce a large front gable feature that would be prominent within the street scene and would be harmful to the character of the area. This feature was objected to under ref. 14/01577 and has not been altered from the previous scheme.

The dwelling is well separated from No. 25 and would not impact on the amenities of this property, which possesses no facing flank windows. The increase in bulk

and height would impact on the side windows of No. 21, and although this dwelling is separated from the proposal by a side driveway, these windows would experience a loss of light due to their orientation to the west of the application site. This impact is considered to be harmful to the amenities currently enjoyed by No. 21. The proposal has been reduced in bulk following the recent refusal, with the gable ended roof replaced with barn ends. This reduction in bulk is considered minimal, and the overall height increase remains the same as the previous scheme. The alterations made to the proposal are not considered to overcome the previous points of concern.

Having had regard to the above it was considered that the development in the manner proposed is unacceptable in that it would result in a significant loss of amenity to local residents and would impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the files refs. 14/01577 and 14/02945 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

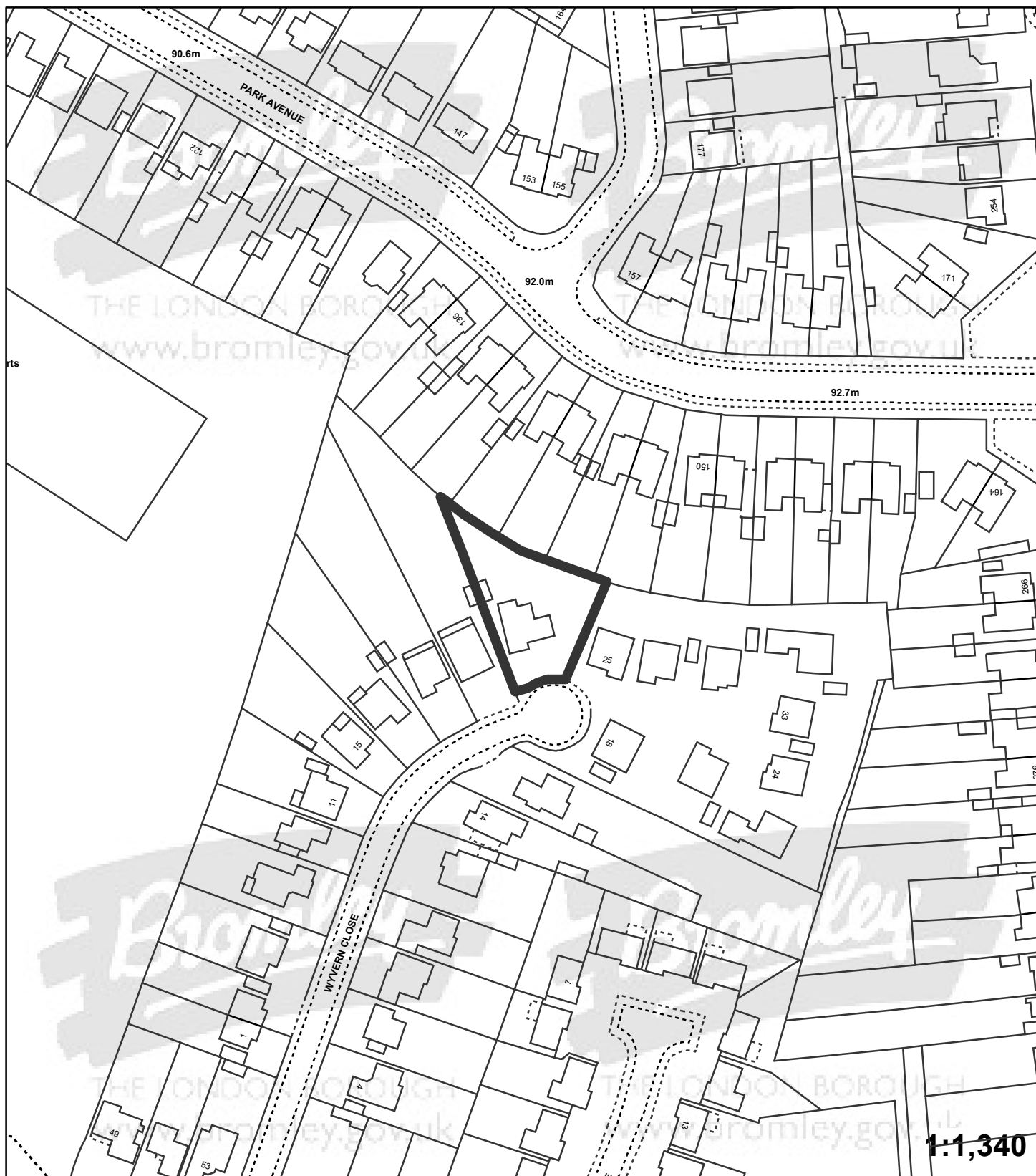
The reasons for refusal are:

- 1 The proposed extension, by reason of its siting and design and height increase, would result in a loss of light to the flank windows of No. 21 Wyvern Close and would thereby have a detrimental impact on the amenities currently enjoyed by the occupants of this neighbouring property, contrary to Policies BE1 and H8 of the Unitary Development Plan.
- 2 The proposed extension, by reason of its design and bulky front gable, would result in an excessively prominent feature within the street scene and would impact harmfully on the character of the house and the wider area, contrary to Policies BE1 and H8 of the Unitary Development Plan.

Application: 14/02945/FULL6

Address: 23 Wyvern Close Orpington BR6 9DX

Proposal: Single storey side/rear extension and roof extension incorporating gable ends/front gable and dormers to front and rear



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

SECTION '2' – Applications meriting special consideration

Application No : 14/03029/FULL6

Ward:
Hayes And Coney Hall

Address : Cheren Pickhurst Lane West Wickham
BR4 0HN

OS Grid Ref: E: 539495 N: 167355

Applicant : Mr Dave Slawson

Objections : NO

Description of Development:

Part one/two storey side and single storey rear extensions

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Sites of Interest for Nat. Conservation
Urban Open Space

Proposal

Permission is sought for a single storey rear extension with a depth of 3.5m for the full width of the rear elevation and a part one, part two storey side extension to a maximum width of 3.5m.

The proposal features a staggered hipped roof design with the first floor side element being set above an existing single storey garage which would be retained.

Location

The application site is located to the junction of Mead Way and Pickhurst Lane, situated at the south-eastern corner. The site comprises a two storey semi-detached dwelling with a single storey garage to the north-eastern elevation, with the curtilage being wider to Pickhurst Lane and narrower to the rear due to the corner location. The property is typical of the area, with a number of others benefitting from two storey/first floor side extensions.

Comments from Local Residents

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

Comments from Consultees

No consultations were undertaken.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Supplementary Planning Guidance 1 and 2

The National Planning Policy Framework - with which the above policies are considered to be in accordance with the aims and objectives of - and the London Plan are also considerations in the determination of this application.

Planning History

There is no planning history for this site. It is noted that the adjoining semi at 'Langland' was granted permission for a part one, part two storey side and rear extension under ref. 08/03241. It is also noted that notice was served to Building Control for a single storey rear extension at the property the northern boundary, 203 Mead Way, in 2014.

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 single storey rear extension is considered to be of a reasonable depth for a property of this type and would be similar to that existing at the neighbouring property 'Langland'. On this basis it is not considered that there would be any detrimental impact upon the amenities or outlook of that property and that the northern dwelling at No.203 benefits from development to the common boundary.

The first floor extension is set within the fabric of the existing single storey garage and replicated the level of side space allowed for to No.203. Whilst 1.5m would be presented to the street scene this would narrow to 0.789m at the rear wall of the current garage due to the narrowing boundary line. However, this would then increase to 1.15m before again narrowing to 0.8m.

Policy H9 requires a 1m side space for the full height and length of developments of two storeys or more in order to preserve spatial standards, prevent harm upon neighbouring amenity, and to prevent any terracing that may result. In this instance the majority of the side extension achieves a 1m side space with two pinch points being created as a result of the boundary line.

In terms of spatial standards, the proposal would maintain a 1.5m side space to the front elevation of the dwelling and it is considered that this would maintain an open and spacious appearance within the street scene. No flank windows are proposed to No.203 with the first floor element to that property being set some 2.7m from the boundary at the front and 1.3m to the rear and given this separation, with the ground element at No.203 being to the boundary, it is considered that there would be no impact upon the outlook or amenities of the residents of that property. In terms of terracing, it is considered that there would be adequate separation being the two properties and to the boundary for the large majority of the proposal and that this would not arise.

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

Background papers referred to during production of this report comprise all correspondence on the file ref 14/03029 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 | ACI13 | No windows (2 inserts) | first | floor | north-eastern | flank | | |
| | | development | | | | | | |
| | ACI13R | I13 reason (1 insert) | BE1 | | | | | |
| 4 | ACK01 | Compliance with submitted plan | | | | | | |
| | ACK05R | K05 reason | | | | | | |

Application:14/03029/FULL6

Address: Cheren Pickhurst Lane West Wickham BR4 0HN

Proposal: Part one/two storey side and single storey rear extensions



"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 : 14/03092/FULL1

Ward:
Cray Valley East

Address : First Centre West Buses Ltd Faraday
Way Orpington BR5 3QT

OS Grid Ref: E: 546782 N: 168224

Applicant : Downham Properties Ltd

Objections : YES

Description of Development:

Erection of three buildings subdivided into nine units for B1(c), B2 and B8 uses, together with associated roads, parking and landscaping

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency

Proposal

The proposal relates to an industrial development at the site of a former bus depot which occupies the NW corner of Faraday Way, and falls within the designated St Mary Cray Business Area. A total of nine commercial units of varied sizes (ranging in height from 9.0m to 9.5m) will be arranged as three rows and constructed either side of an access road which will connect the site to the neighbouring industrial area along Faraday Way.

The scheme will comprise of 4768sq metres (GEA) of floor space for Class B1(c) (light industry), B2 (general industrial) and B8 (storage or distribution) uses. It is proposed that the uses will be interchangeable, since the scheme will be built on a speculative basis. To enable the development to take place the land will be re-contoured.

The proposal includes an External Lighting Proposal scheme; a Drainage Strategy; and a proposed drainage layout.

The application is accompanied by a Planning Statement; a Design and Access Statement; a Noise Impact Assessment; a Transport Statement; Swept Path Analyses; an Archaeological Desk Based Assessment; an Arboricultural Impact

Assessment, Arboricultural Method Statement and Tree Protection Plan; an Ecological Assessment; and Energy Strategy Report

Location

The site occupies an area of 0.79 ha and has a significant fall in levels across the site, including in relation to the residential areas to the west of the site. The area to the west comprises of residential properties, including Roundlyn Gardens. The northern site boundary adjoins a railway line and embankment.

The site is situated within the St Mary Cray Industrial Business Park, a Designated Business Area. In addition, the site is situated within an Area of Archaeological Significance.

Comments from Local Residents

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

- concerns regarding proposed uses of the units and hours of operation and potential noise disturbance (24 hours is undesirable)
- concern at length of time taken to develop the site and potential noise and dust
- height of the development should not exceed what is shown on the planning application
- concern at who will own and maintain the new fencing and landscaping fronting Roundly Garden once the new units have been erected
- development will overlook neighbouring rear garden; the building should be no taller than the existing building and should not contain windows facing neighbouring properties
- generally supportive of the development, but Use Class B2 seems very broad, especially given the 24-hour usage and the site proximity to neighbouring residential properties
- proposed height of Unit 6 could impede views from neighbouring property
- Design & Access Statement and Planning Statement quote contradictory heights for the proposed buildings
- west boundary needs attending to, including in relation to vegetation cover
- noise buffer along the western boundary is desirable

Comments from Consultees

No technical Highways objections have been raised, subject to conditions

No objection has been raised by the Council's Drainage Consultant, subject to conditions.

No objection has been raised by Thames Water.

English Heritage does not recommend an Archaeological Requirement in regard to the proposal.

No objections have been raised by Transport for London in regard to the loss of the bus depot, or in terms of its public transport accessibility or cycling provision. However, it requests that the level of parking is reduced to encourage use of public transport, and that electric vehicle charging points should be provided.

No objection has been raised by Network Rail, subject to various construction and landscaping-related stipulations, including a note that any works to the retaining wall which adjacent to the railway boundary will need to be approved prior by NR by NR to the commencement of any works.

Any further comments will be reported verbally at the meeting.

Planning Considerations

The following London Borough of Bromley Unitary Development Plan (UDP) policies are relevant to this proposal:

BE1 Design of New Development
BE16 Ancient Monuments and Archaeology
EMP4 Business Areas
EMP4

This policy advises that, within the Business Areas identified on the Proposals Map only the following uses will be permitted:

- (i) Class B1, provided that the use does not impede effective operation of neighbouring businesses and large new offices meet provisions of Policy EMP1;
- (ii) Class B2; or
- (iii) Class B8; large scale warehousing development over 1000 sqm will be permitted only in the St Mary Cray Business Area.

10.18 The Business Areas consist largely of land with established light industrial and warehousing uses. The Council wishes to safeguard a supply of such land in the Borough to provide for the growth and development of business and industry. Consequently, proposals in the Business Areas for uses not within Use Classes B1 to B8 will not normally be permitted.

10.19 The Business Areas provide appropriate locations for uses within the Business (B1) and General Industry (B2) Use Classes. The St Mary Cray Business Area is identified in the London Plan as an Industrial Business Park. Proposals likely to be detrimental to the amenities of adjoining residential areas, however, by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit, will be resisted.

10.22 Proposals for new business developments will be expected to provide a high standard of landscaping which makes appropriate provision for biodiversity as well as space for vehicle circulation and parking.

10.23 Warehousing and distribution perform an important role in the local economy. The traffic generated by warehousing, however, can cause local environmental problems. Good connections to the strategic road network are needed to enable heavy goods vehicles to avoid passing through residential and shopping areas. The St Mary Cray Business Area, with its links to the M25 and its position on the edge of the urban area, is the only location in the Borough that meets these criteria.

London Plan

The relevant London Plan policies are listed below:

Policy 2.17 - Strategic Industrial Locations

Strategic

A The Mayor will, and boroughs and other stakeholders should, promote, manage and, where appropriate, protect the strategic industrial locations (SILs)

Planning decisions

B Development proposals in SILs should be refused unless:

- a they fall within the broad industrial type activities outlined in paragraph 2.79
- b they are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document
- c the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors; or
- d the proposal is for small scale 'walk to' services for industrial occupiers such as workplace crèches or cafes.

Policy 2.6 - Outer London: Vision and Strategy

Policy 2.7 - Outer London: Economy

The National Planning Policy Framework also constitutes an important planning consideration in assessing this proposal. In particular, I would draw your attention to Section 1 - "Building a strong competitive economy", and Section 7 - "Requiring good design".

Planning History

The site formed part of a depot for a electricity company until around 1985 when the depot was split up and a number of the individual sites along Faraday Way were developed. The bus depot was permitted in 1995 (under reference 95/01844) and the planning history since then has been solely related to that use.

Conclusions

The main considerations in this case relate to the appropriateness of the proposed uses on the St Mary Cray Industrial Business Area and the potential of this scheme to provide for growth and development of business and industry in the Borough; its impact on the amenity of neighbouring residential properties; and the acceptability of the overall design, including the proposed landscaping scheme.

The proposal is located in St Mary Cray IBA which accounts for 41% of all designated business area Floorspace in the Borough. Detailed boundaries of SILs are for identification on DPD proposals maps. Therefore, the proposal for 4768sq m of mixed B1(c), B2, B8 Floorspace is in line with Policy EMP4, the London Plan and is supported by the NPPF. These uses also match the adjacent buildings on Faraday Way.

Although the Borough is ranked as 'restricted' for the transfer of industrial land to other uses, the proposed B1(c), B2 and B8 floorspace contributes to the emerging Local Plan's objectives of providing industrial floorspace to support the economic growth of the Borough. The redevelopment of the site does not involve the loss of prime Strategic Industrial Land, since the site comprises a disused bus depot which has been derelict for a few years. Furthermore, the proposal will provide a boost to jobs in the local area.

It is Council policy to safeguard a supply of business land for the future growth and development of business industry. Retaining existing commercial sites around the Borough has significant sustainable development advantages in terms of providing both local employment opportunities and local services. Many of the small sites within the Borough are occupied by local independent traders, providing specialist services, who form an important part of the local economy. The findings of a GVA Grimley Economic Development and Employment Land study (2010), DTZ Retail, office, Industry and Leisure Study (2013) and the Mayor of London's projections for job creation in the Borough emphasise the importance of ensuring a supply of business sites to meet future need.

Taking the above points into consideration, it is considered that the proposal accords with the UDP, given the site designation as a Business Area. Whilst it is recognised that this proposal is a speculative development which seeks a flexible Class B1(c)/B2/B8, no objection is raised on this basis since it is considered that all of these uses will be consistent with the nature of the St Mary Cray IBA. Furthermore, it may be considered that such flexibility enhances the possibility of the site being redeveloped.

Taking account of the relationship between the application site and neighbouring residential properties situated to the west, particularly along Roundlyn Gardens and Lynmouth Rise, it is considered that there will be adequate screening and

separation between the buildings to ensure no significant loss of amenity. For much of its distance, there is already a substantial amount of screening along the western side boundary adjoining Roundlyn Gardens, made up of 3m-high fencing and various shrubs. The proposal incorporates a detailed landscaping scheme which will include new tree planting which will enhance this existing screening. Furthermore, there is a notable drop of 4m between the application site and Roundlyn Gardens - as illustrated in the proposed site sections. Accordingly, it is considered that the proposed buildings within the site will appear discreet from neighbouring residential properties. Additional environmental health safeguards relating to noise will be reported verbally at the meeting, following discussions between the Agent and the Council.

From a general design perspective, it is considered that the scheme has been well designed and landscaped and that this will not adversely affect local character.

Taking the above into consideration, Members are advised to support this application.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/03092 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 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) the premises shall be used for employment uses and for no other purpose (including any other purpose in Classes B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: In order to comply with Policy EMP4 of the Unitary Development Plan which seeks to safeguard Business Areas in the borough.

- 3 Units 1 - 6 shall not operate before 07:30 and after 20:00 on any day.

Reason: To comply with Policy BE1 of the Unitary Development Plan and in order to safeguard the amenities of neighbouring residential properties.

- 4 ACK01 Compliance with submitted plan
ACK05R K05 reason
- 5 ACD02 Surface water drainage - no det. submitt
AED02R Reason D02
- 6 ACD06 Sustainable drainage system (SuDS)
AED06R Reason D06
- 7 ACA03 Compliance with landscaping details
ACA03R Reason A03
- 8 ACA08 Boundary enclosures - implementation
ACA08R Reason A08

9	ACC07	Materials as set out in application
	ACC07R	Reason C07
10	ACH03	Satisfactory parking - full application
	ACH03R	Reason H03
11	ACH16	Hardstanding for wash-down facilities
	ACH16R	Reason H16
12	ACH22	Bicycle Parking
	ACH22R	Reason H22
13	ACH23	Lighting scheme for access/parking
	ACH23R	Reason H23
14	ACH29	Construction Management Plan
	ACH29R	Reason H29
15	ACH32	Highway Drainage
	ADH32R	Reason H32

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)).

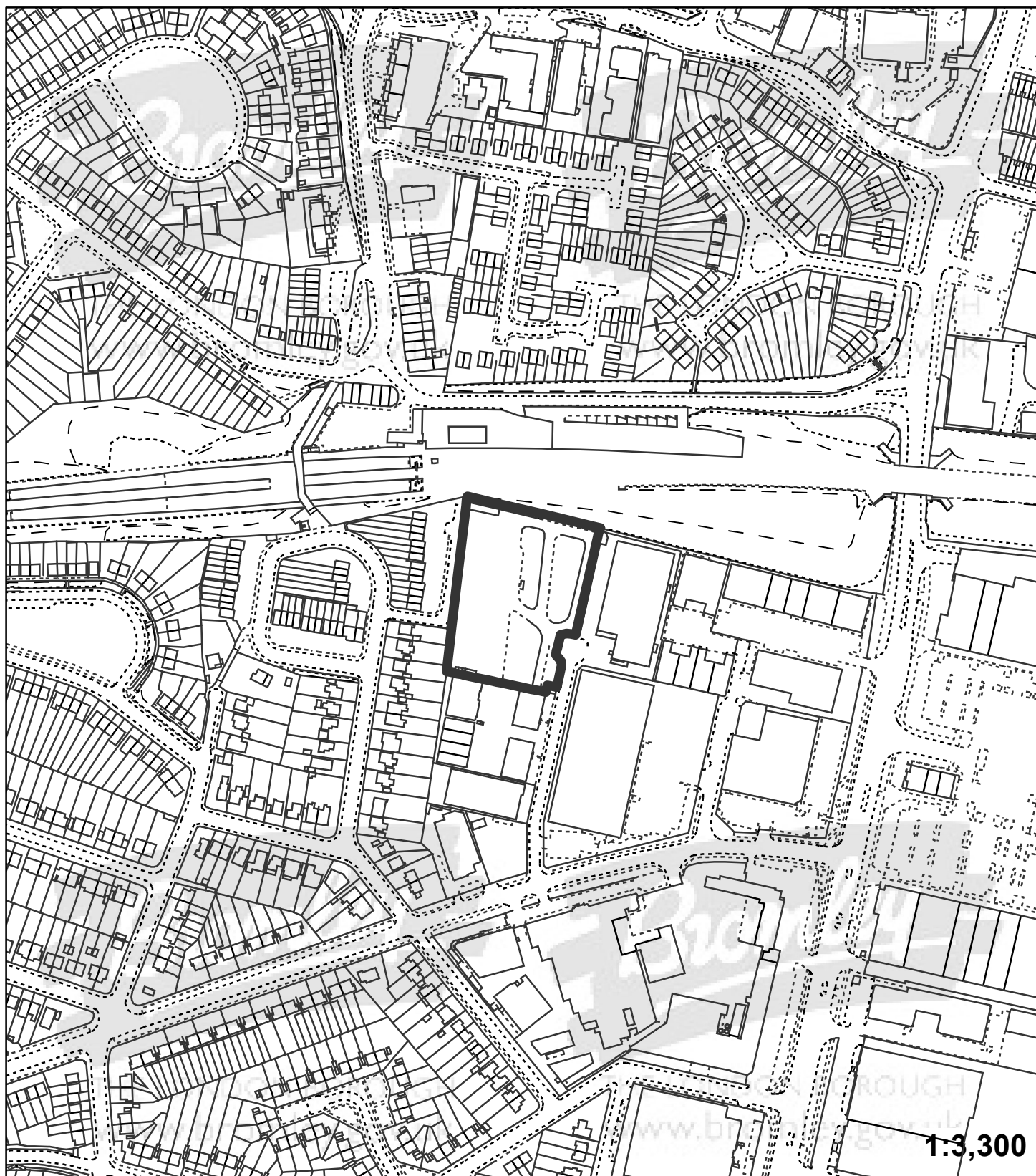
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/03092/FULL1

Address: First Centre West Buses Ltd Faraday Way Orpington BR5 3QT

Proposal: Erection of three buildings subdivided into nine units for B1(c), B2 and B8 uses, together with associated roads, parking and landscaping



"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 : 14/03229/FULL2

Ward:
Chislehurst

Address : 16A High Street Chislehurst BR7 5AN

OS Grid Ref: E: 543886 N: 170825

Applicant : Mr Altaf Jilani

Objections : YES

Description of Development:

Change of use from Retail (Class A1) to Beauticians/Health Spa (Sui Generis use)

Key designations:

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

Proposal

The proposal seeks the conversion of a Class A1 retail unit to a beauticians/health spa (Sui Generis Use).

At the time that the premises were visited these appeared to be vacant, having last been used as a dry cleaners.

The application is accompanied by a Planning, Design and Access Statement.

Location

The application site is situated along the eastern side of Chislehurst High Street, approximately 50 metres south of its junction with Park Road.

Comments from Local Residents

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

- there is already an excessive number of beauticians and hair salons in the High Street
- lack of retail shops along the High Street

- addition of a further beauticians would saturate an-already very competitive market
- positive addition to the High Street

Comments from Consultees

No Environmental Health objections raised.

Planning Considerations

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

S4 Local Centres
 S10 Non-Retail Uses in Shopping Areas
 BE11 Conservation Areas

Chislehurst is a Local Centre designated in the UDP

Planning History

Under application ref. 06/00240, planning permission was granted to construct a single storey L-shaped extension (approximately 65sq metres in area) within a vacant plot between Nos. 16 and 18 High Street, Chislehurst. Planning permission was again granted under ref. 09/00429 following the expiry of the original permission.

Conclusions

The main issues relating to the application are the effect that it would have on the retail character of Chislehurst High Street.

Policy S4 of the UDP relates to local centres where the Council will not normally permit a change to a non-retail use where:

- (i) it would not harm the retail character of the shopping frontage;
- (ii) have no adverse impact on residential amenity;
- (iii) would not create a concentration of similar uses;
- (iv) attract visitors during shopping hours; and
- (v) complement the shopping function of the centre

Policy S10, regarding non-retail uses in shopping areas, also advises that in retail frontages, the Council will not normally permit uses that do not offer a service to visitors unless:

- (i) there has been long term vacancy and a lack of demand for a retail or service use can be proven; and
- (ii) the proposed use is in premises where it would not undermine the retail viability of the centre.

The application premises occupies a fairly central position within Chislehurst High Street between Park Road and the Queens Head Public House. There is a total of 13 units located within this section of the High Street: the shops to the north of the application premises comprise predominantly of A1 retail uses, whilst the units to the south include a cross-selection of A1, A2 and A3 uses. At present, the A1 use class makes up approximately 60% of the total shop uses along this section of the parade. The proposed conversion of the application premises to a beauticians/health spa will reduce this figure to 54%. Taking account of the terms of Policy S4 it is not considered that the loss of this A1 unit will fundamentally harm the retail character of the shopping frontage, which broadly reflects the composition of uses within the wider High Street. Whilst objections have been raised that this proposal will lead to an over-concentration of similar uses in the area and will lead to excessive competition in the sector, it is not considered that the proposal will significantly affect the overall retail character of the area. Furthermore, it is note the role of the planning system to act as a check on competition.

Taking the above points into consideration, this proposal is considered to be acceptable, in that it will not undermine the retail character or viability of the High Street or harm the retail character of the shopping frontage.

Background papers referred to during production of this report comprise all correspondence on files refs. 06/00240, 09/00429 and 14/03229, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACJ04 Provision of window display
 ACJ04R J04 reason
- 3 The use shall not operate before 08:00 or after 20:00 Monday to Saturday or
 before 09:00 or after 17:00 on Saturdays and Sundays.
 ACJ06R J06 reason (1 insert) BE1

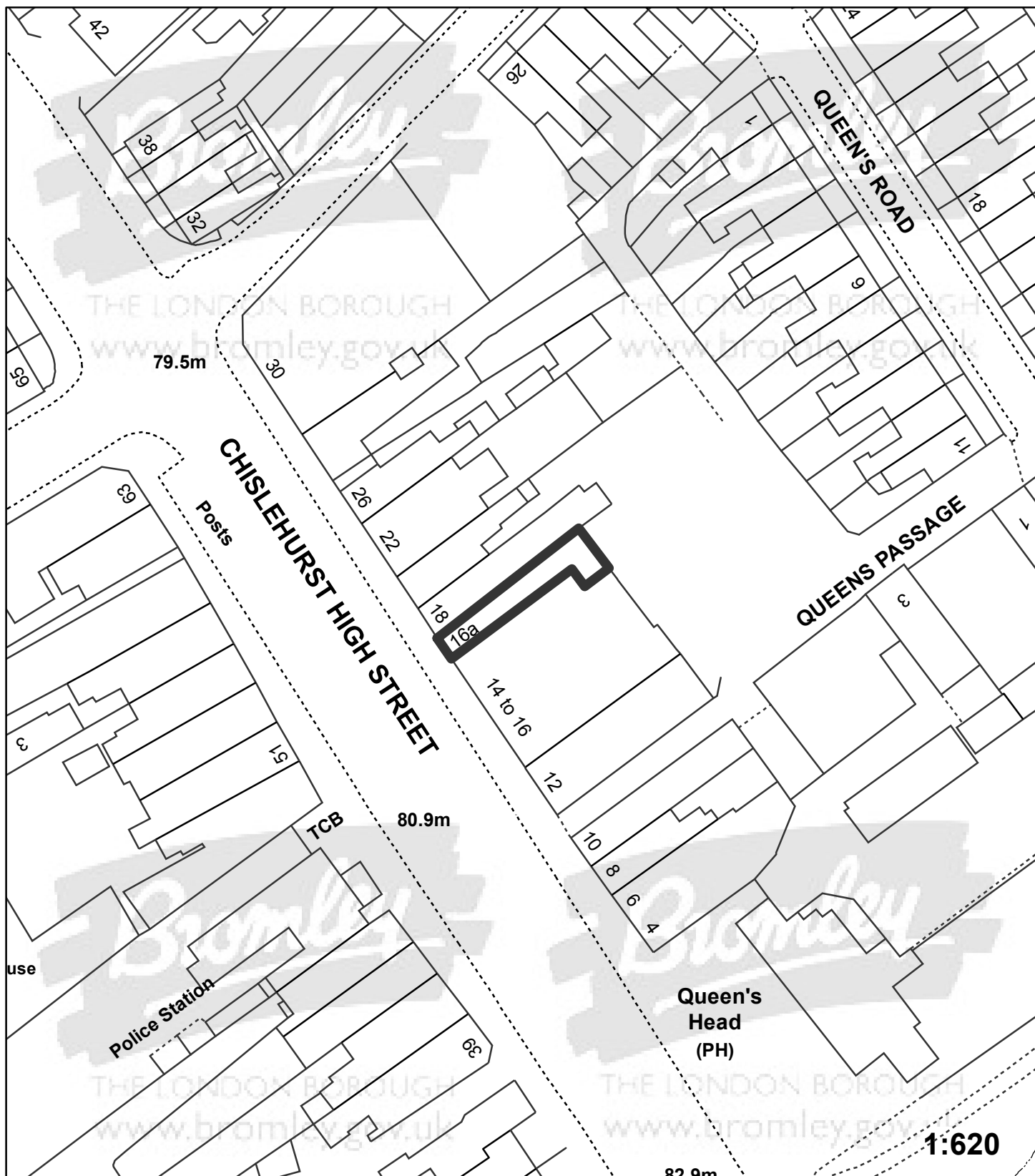
INFORMATIVE(S)

- 1 Before the use commences, the Applicant is advised to contact the Licensing Team of Environmental Health & Trading Standards regarding Massage and Special Treatments Licence issued under the London Local Authorities Act 1991 on: 020 8313 4218.

Application:14/03229/FULL2

Address: 16A High Street Chislehurst BR7 5AN

Proposal: Change of use from Retail (Class A1) to Beauticians/Health Spa (Sui Generis use)



"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 : 14/01818/ELUD

Ward:
Bromley Common And
Keston

Address : Hasells Nursery Jackson Road Bromley
BR2 8NS

OS Grid Ref: E: 542769 N: 165975

Applicant : Mr J Hasell

Objections : NO

Description of Development:

Use of the site shown on the attached plan for a composite use in connection with a bedding plant nursery and a general building and ground works company and in particular comprising use of building A for vehicle maintenance and repair, of building B for storage and maintenance of tools, of area D for car and lorry parking, of building I to store building and fencing materials and of building J to store tractors and excavators and of buildings C, E, F, G and H as a bedding plant nursery

CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE OR DEVELOPMENT

Key designations:

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

Proposal

This application seeks to establish the lawful use of the land and buildings. The response to Section 8 on the application form, which asks 'What is the existing site use(s) for which the Certificate of lawfulness is being sought?', states 'use of land and buildings for a mixed use comprising Use Classes B1, B2 and B8 and Bedding Plant Nursery as more particularly described in accompanying statement and statutory declaration'. It is claimed that use began more than 10 years before the date of application.

The supporting letter to the application states *'The applicant is giving consideration to the future of the site which comprises previously developed land located within*

the Green Belt'. He wishes therefore, to obtain legal confirmation of the commercial uses that have been carried out at the site for more than 10 years and which continue to be carried out at the site at the current time'. It goes on to state that 'The site has been used for more than 10 years for a mixed use relating to vehicle and machinery maintenance workshops, building and fencing contracting yard and offices in connection therewith, the parking of commercial vehicles, building materials, plant and machinery. These uses would all appear to fall within Use Classes B1, B2 and B8. In addition, the site is also used for the propagation and potting of bedding plants, a horticultural use and has been so used for more than 10 years'.

The application is supported by documentary evidence and Statutory Declaration by Mr James Hasell. The Statutory Declaration advises that two businesses are run from the site J T Hasell Services and Kent House Nursery - for more than 10 years; that J T Hasell Services is a building and groundworks company which undertakes general building work, landscape contracting and fencing contracting. The activities undertaken on the land in connection with this business are: the storage and manufacture of goods for the building works that are undertaken; storage of building materials; vehicle maintenance; parking of commercial vehicles; storage of skips for waste, plants and machinery. Kent House Nursery is a bedding plant nursery which uses the glasshouses; plug plants are bought and potted on for wholesale merchandisers and garden centres. The bedding plants are bought to the site on HGVs. HGVs are used to transport the plants around London to the Wholesalers

Additional information received 9/7/14 includes:

- Copy of Letter from Bromley Demolition Co Ltd - advises they have used JT Hasell based at 60 Jackson road Bromley for building and ground works contracts for over 15 years. It advises that it has used the yard premises to park, maintain equipment, including a lorry and excavator, stack various building materials including a range of fencing.
- Copy of Letter from PJ Construction - which confirms that JT Hassel Services have allowed us to store plant and equipment at 58 Jackson Road since c 1998. It advises '...They have also provided us with ground working and landscaping equipment from the same premises over that period of time. We are currently storing timber and some machinery there'.
- Copy of letter from Ravensbourne Property Services Ltd - advises JT Hasell Services have been a contractor of theirs for the last 10 years starting in 2002 carrying out landscaping and paving and various other projects including fencing. He stores materials for us at 60 Jackson road which include temporary fencing, site toilets and various other materials that he delivers in his lorries and vans
- Copy of a letter from S & L United Storage Systems Ltd - advises that for more than the last 10 years that have used J T Hassell Services of Kent Road Nursery, Jackson Road to erect and dismantle racking systems supplied by them. He stores equipment for us and they have use of his forklift truck. On one occasion they placed a skip at Kent House Nursery for old panes of glass and had new panes delivered.

Additional information received 8th August includes:

- Clarification of the site and addresses
- Records of the horticultural side of the business back to 2005/06
- Invoices for services/supply notes in relation to Kent House Nursery
- Invoices/letters bills relating to J T Hasell Services

Location

The site is located within the Green Belt to the east side of Jackson Road. Buildings adjacent the site at 48, 58 and 60 Jackson Road are listed.

Comments from Local Residents

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

- Lived at Seymour Drive for over 25 years and the Hasell Nursery has been in operation throughout this period. Although cannot comment in detail - are aware that the outbuildings consist of glass-houses and a small amount of brick built structures which have been used as office/light industrial space. The land-locked pasture to the rear has been used for grazing of livestock.
- Investigated the premises prior to buying a nearby property - advised it was a bedding nursery only;
- Advised deliveries to and from premises were roughly once in the morning and once in the evening with the odd small van in between and nothing at weekends apart from people to water the plants - since moving in the traffic has been much as discussed. No sign of any other business operating from the premises - fencing stores may not have been too obvious
- References to camping have been made - (*note - this was in connection with the letter from the Council erroneously saying 'camping' instead of 'comprising'*)
- Aware of use as the premises as a nursery since moving to property in 1995. Not aware of any other use of the property
- Resident since 1934 - advises use as a nursery throughout those years
- Resident since 1937 - always been a bedding plant nursery
- Confirm open grassland been used for grazing (since resident moved in, in 2008) - no other activity on that land. Cannot confirm what activities have taken place inside the buildings. There is very little external activity on a day to day basis (on the east side of the site) and very little disturbance; there are large day time bonfires on a fairly regular basis from Spring to Autumn
- Lived nearby since 1999 - aware that the premises have been used as a bedding plant nursery and (I believe) the base for a landscaping business
- Since resident in 2003 the site has operated as a nursery

Comments from Consultees

The division dealing with the collection of Business Rates for the Council have no record of Business Rates being paid at the site.

Comments from the Applicant's Agent

The Agent advises that in his opinion it is clear that the site has functioned as one planning unit, used and operated by the two businesses owned by Mr Hasell.

Burdle v Secretary of State for the Environment

The planning unit is a concept which has evolved as a means of determining the most appropriate physical area which to assess whether a material change of use has occurred. The general rule and starting point is that the whole of the area in the same ownership or occupation should be considered. However the High Court in the case of Burdle suggested three broad tests for determining the appropriate planning unit.

First, whenever it is possible to recognise a single main purpose of the occupier's use of his land to which secondary activities are incidental or ancillary, the whole unit of occupation should be considered. That proposition emerges clearly from G. Percy Trentham Ltd. v. Gloucestershire County Council [1966] 1 W.L.R. 506, where Diplock L.J. said, at p. 513:

"What is the unit which the local authority are entitled to look at and deal with in an enforcement notice for the purpose of determining whether or not there has been a 'material change in the use of any buildings or other land'? As I suggested in the course of the argument, I think for that purpose what the local authority are entitled to look at is the whole of the area which was used for a particular purpose, including any part of that area whose use was incidental to or ancillary to the achievement of that purpose."

But, secondly, it may equally be apt to consider the entire unit of occupation even though the occupier carries on a variety of activities and it is not possible to say that one is incidental or ancillary to another. This is well settled in the case of a composite use where the component activities fluctuate in their intensity from time to time, but the different activities are not confined within separate and physically distinct areas of land.

Thirdly, however, it may frequently occur that within a single unit of occupation two or more physically separate and distinct areas are occupied for substantially different and unrelated purposes. In such a case each area used for a different main purpose (together with its incidental and ancillary activities) ought to be considered as a separate planning unit.

*To decide which of these three categories apply to the circumstances of any particular case at any given time may be difficult. Like the question of material change of use, it must be a question of fact and degree. There may indeed be an almost imperceptible change from one category to another. Thus, for example, activities initially incidental to the main use of an area of land may grow in scale to a point where they convert the single use to a composite use and produce a material change of use of the whole. Again, activities once properly regarded as incidental to another *1213 use or as part of a composite use may be so intensified in scale and physically concentrated in a recognisably separate area that they*

produce a new planning unit the use of which is materially changed. It may be a useful working rule to assume that the unit of occupation is the appropriate planning unit, unless and until some smaller unit can be recognised as the site of activities which amount in substance to a separate use both physically and functionally.

Planning Considerations

This Lawful Development application is to be considered under Section 191 of the Town and Country Planning Act 1990 (as amended). The Town and Country Planning Act 1990, section 191 provides for consideration of a Certificate of Lawfulness of existing use or development if any person wishes to ascertain whether any existing use of buildings or other land is lawful.

For the purposes of the Act uses and operations are lawful at any time if:

- (a) no enforcement action may then be taken in respect of them (whether because they did not involve development or require planning permission or because the time for enforcement action has expired or for any other reason);

Planning History

The planning history of the site includes a previous planning refusal of an outline application ref. 90/02426 for the demolition of the glasshouses and the erection of single storey nursing home (Class C2). This was also refused on appeal.

The inspector noted in the appeal decision 'The appeal site is an irregularly shaped former nursery, now disused'.

Conclusions

If, on an application under section 191, the local planning authority are provided with information satisfying them of the lawfulness at the time of the application of the use, operations or other matter described in the application, or that description as modified by the local planning authority or a description substituted by them, they shall issue a certificate to that effect; and in any other case they shall refuse the application.

To assess the Lawfulness of the use applied for the supporting documentation, local comments received and any other evidence must be carefully considered.

Exhibit 1 shows a plan with a red line around the site to which the application refers. The red line excludes adjacent sites at 60 and 58 Jackson Road as numbered on the plan. Information received 8th August seeks to clarify the position regarding the site. It states '*... the site shown within the red line application plan is actually 60 Jackson Road. The adjacent dwelling to the south of the access drive (shown as No 60 on plan) is No 60A Jackson Road. Historically the site has been known as Kent House Nursery and you will see from subsequent documents to which reference is made that the site is described in many of these as Kent House*

Nursery. Additionally I should also advise you that the applicant, Mr Hasell resides at No 58 Jackson Road. Although this is a dwelling with its own residential curtilage, the garden opens straight into the yard such that Mr Hasell lives 'on site'. As you will see from some of the evidence submitted and subsequently referred to, there are certain documents which are addressed to 58 Jackson Road and others to Kent House Nursery. Because Mr Hasell effectively lives on site, the billing address for many suppliers is 58 Jackson Road because it is simpler for invoices etc to be delivered to Mr Hasell's home rather than to be put into a post box in the yard...'. The information goes on to advise that the various documents submitted are addressed '...variously to Kent House Nursery, J T Hasell, 60 Jackson Road and 58 Jackson road. They all relate, however, to the same site, the same business and the same use...'

It is noted that a number of the submitted documents also indicate the delivery address to Kent House Nursery, Park Farm, Frittenden, Cranbrook, for example the statement from Southern Farmers Ltd for March 2006 (including goods from February 2006), Haynes Invoice dated 29/3/2006, NP Seymour invoice 28/02/2006. A number of the invoices, March/April 2006, indicate deliveries from Florenis (trading name of Hamer Flower Seeds Limited) and are invoiced to JT Hasell Services Kent House Nursery 58 Jackson Road, similar from Fargo, March/April 2006 to Kent House Nursery at 60 Jackson Road, and a number relate to JT Hasell Kent House Nursery, 58 Jackson Road Bromley.

Local comments have been received which for the most part indicate awareness of the use of the site as a bedding plant nursery with very little activity going on. One letter indicates a belief that it may now be the base for a landscaping business. One letter has been received which indicated an awareness that the outbuildings consist of glass-houses and a small amount of brick built structures which have been used as office/light industrial space.

As part of the supporting documentation Exhibit 3 is a map of the site on which are marked the various buildings. The following building references and descriptions are taken from Exhibit 3 and the Statutory Declaration, with officer comment in italics below:

Building A - the building is metal clad and used as a vehicle workshop

The site visit revealed this building to have some storage racking and various paraphernalia in it; the rear section of the building seems to act as storage and includes some gardening equipment and various other items including domestic appliance; photos available on file.

Aerial photos from 1998, 2001/3, 2006, 2010 and 2013 reveal one parked vehicle between the space of Building A and Building B

Building B - Brick building used for storage and maintenance of tools

The site visit revealed the building hosted an oil tank and various tools; photos available on file.

Building C - Glasshouse used for bedding plant nursery

The glasshouse had some plants (vegetable) growing; a small outside area adjacent to Building C had plants growing. The site visit photos also record a stack of blue pallets adjacent to Building C

Area D - main parking area for the site/ used for some vehicle maintenance

At the time of the site visit there were some cars parked in this area and a van pulled alongside. The available aerial photos indicate between 3 and 7 vehicles parked in the area - a mix of cars and vans

Building E - glasshouse used for bedding plant nursery

Building F - glasshouse used for Nursery

Building G - glasshouse used for Nursery

Building H - glasshouse

Building I - corrugated metal clad storage building - used mainly to accommodate all of the building and fencing materials used by J T Hasell Services

The site visit revealed this building to have an inner breeze block structure to part of it which Mr Hasell advised he used as a stabling area for his children's horses when they had them. The area appeared to be used for storage with a few fence and trellis panels included. Other parts of the building housed what looked like a horsebox, a car and various other items of equipment; photos available on file.

Building J - storage building in which tractors and excavators are kept; larger tools stored and maintained in area to the front of Building J

The site visit did not reveal any storage of tractors or excavators; there was some minor storage of items but the grass did not appear in a 'ridden over' state and there appeared no evidence of any vehicle tracks to this area. A goat was wandering loose in the vicinity; photos available on file. The aerial photos provide no evidence of any external storage to the front of this building.

Area K - concrete hardstanding area on which is stored fork lift trucks, Pallets used for deliveries, fencing and other materials; racking for storage of a range of building material

At the time of the site visit there was a large royal Mail van, a transit van and fork lift parked in the area. There was some racking with storage of hard landscaping materials. There were what looked like some old gas cylinders. The 1998 aerial photos do not seem to show any racking or vehicles parked in this area. Those from 2001/3 onwards seem to indicate the presence of racking and some parking of vehicles. It is quite a tightly defined area rather than relating to the entire area K as indicated on plan.

Exhibit 4 - Certificate of Public Liability Insurance

*Shows date of commencement of insurance as 3/12/04-3/12/05 and 3/12/03 - 3/12/04. The Certificates do not indicate or identify the location to where the business was based/carried out from. The business described for the purpose of the Certificate of Public Liability Insurance is 'Builders - General Fencing Contractor
Landscape Gardeners*

Exhibit 5 - letters from the accountants

Dated 17/4/14 re JT Hasell Services

These advise they have been accountants for JT Hasell Services for over twenty years and state '...We can confirm that JT Hasell Services has been engaged throughout this period in the business of general builders, contractors, fencing contractors, ground works and drainage contractors.

To our knowledge these business operations have been carried out for that same period of time at the site of Jackson Road Nursery, at 60 Jackson Road.

We can confirm that the businesses are currently undertaken at this site, which is used jointly with Kent House Nursery'.

Dated 17/4/14 re Kent House Nursery

These advise they have been accountants for Kent House Nursery for over twenty years and state '...We can confirm that Kent House Nursery has been engaged throughout this period in the business of commercial production of bedding plants and their wholesale trade.

To our knowledge this business operation has been carried out for that same period of time at the site of Jackson Road Nursery, at 60 Jackson Road. The use involves plants being brought in on heavy goods vehicles and subsequently delivered to London markets in heavy goods vehicles.

We can confirm that the business is currently undertaken at this site, which is used jointly with the business operated by JT Hasell Services'.

The applicant is responsible for providing sufficient information to support an application. The applicant's evidence should be sufficiently precise and unambiguous to justify the grant of a certificate on the balance of probability.

The application claims that '*...the site has been used for more than 10 years for a mixed use relating to vehicle and machinery maintenance workshops, building and fencing contracting yard and offices in connection therewith, the parking of commercial vehicles, building materials, plant and machinery. These uses would all appear to fall within Use Classes B1, B2 and B8. In addition, the site is also used for the propagation and potting of bedding plants, a horticultural use and has been so for more than 10 years...*' and that there are two companies operating from the site Kent House Nursery and JT Hasell which relate to '*...the same site, the same*

business and the same use...'. The application claims that there are two companies operating from the site and it seems there is no evidence before the Council to refute that claim.

In relation to the use of the site for more than 10 years as a bedding plant nursery some records are available from 2005/2006. Historically the site appears to have been used as a bedding plant nursery and whilst there may have been a period of non-use (see planning history) from c 1988 the site history and knowledge from the majority of local comments appear to support the bedding plant nursery use of the site. There is no evidence to show payments for Business Rates in this respect however given the existing (and historical) layout of the site this does not necessarily demonstrate or provide evidence that there has been a new chapter in the planning history of the site particularly given the existing (and historical) site layout. From the available information and evidence submitted it seems that the use of the site as a bedding plant nursery has continued for at least a ten year period.

In relation to the use of the site for more than 10 years by JT Hasell Services there is some evidence for uses relating to vehicle and machinery maintenance, landscaping, building and fencing materials, the parking of commercial vehicles, plant and machinery, with a number of documents submitted, however the application claim is wider than that in respect of separate B1, B2 and B8 uses at the site.

A number of invoices, mostly dated around June 2003, from Southern Motor Factors have been submitted in support of the application but these do not appear to offer any link to deliveries to/or works at the application site. Another from Morgan Elliot Ltd, 5/2/04, gives the operators name and address as James Hasell, 60 Jackson Road. A number of other invoices are submitted in support and include from aggregate, fencing and timber companies. Some are addressed to 58 and some to 60 Jackson Road. Some use this as a delivery address and some seem just to invoice. The extent of storage on site at the time of the site visit appeared limited and Building A and Area D did not have the appearance of vehicle maintenance workshop/facility.

Local knowledge suggests little external activity at the site and there is no evidence to show payments for Business Rates in this respect.

The Insurance Certificate describe the business as Builders - General, Fencing Contractor, Landscape Gardeners and the accountants letter as general builders, contractors, fencing contractors, ground works and drainage contractors. The letter from the Accountant confirms a use in similar terms.

From the available information and evidence it would appear that the glasshouses C, E, F, G and H have been used for the purposes of a bedding plant nursery. Mr Hasell in his affirmation states "Kent House Nursery is a bedding plant nursery which uses the glasshouse". He makes the express claim that these buildings have been used for the bedding plant nursery (other than building H for which no claim is made). However the glass houses require access and servicing from the remainder of the site and on balance it is not felt there is a sufficient physical and functional

separation for the glasshouses to be regarded as a separate planning unit from the remainder of the site. The conclusion is that the second Burdle test applies rather than the third.

It is difficult to ascertain separate on-going use of the remainder of the site. Although the uses are not particularly active at the moment it appears, on the balance of probability that the land and buildings have been used for a variety of purposes for Kent House Nursery and for JT Hassell Services which is a building and ground works company. On the basis of the information submitted whilst it would appear that there is a composite use for the bedding plant nursery and for a general builder and groundworks company. Whilst the use of the site may encompass a number of mixed uses including storage and vehicle repair change totally to a use within one of the named use classes may be material and require planning permission.

However, on balance the evidence is appears to be sufficiently precise and unambiguous to justify a Certificate being granted in revised terms as set out in the recommendation rather than a more widely drawn Certificate encompassing separate B1, B2 and B8 uses.

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 09.07.2014 08.08.2014

RECOMMENDATION: EXISTING USE/DEVELOPMENT IS LAWFUL

- 1 That the claimed description of the claimed use be modified pursuant to section 191(4) of the Town and Country Planning Act 1990:

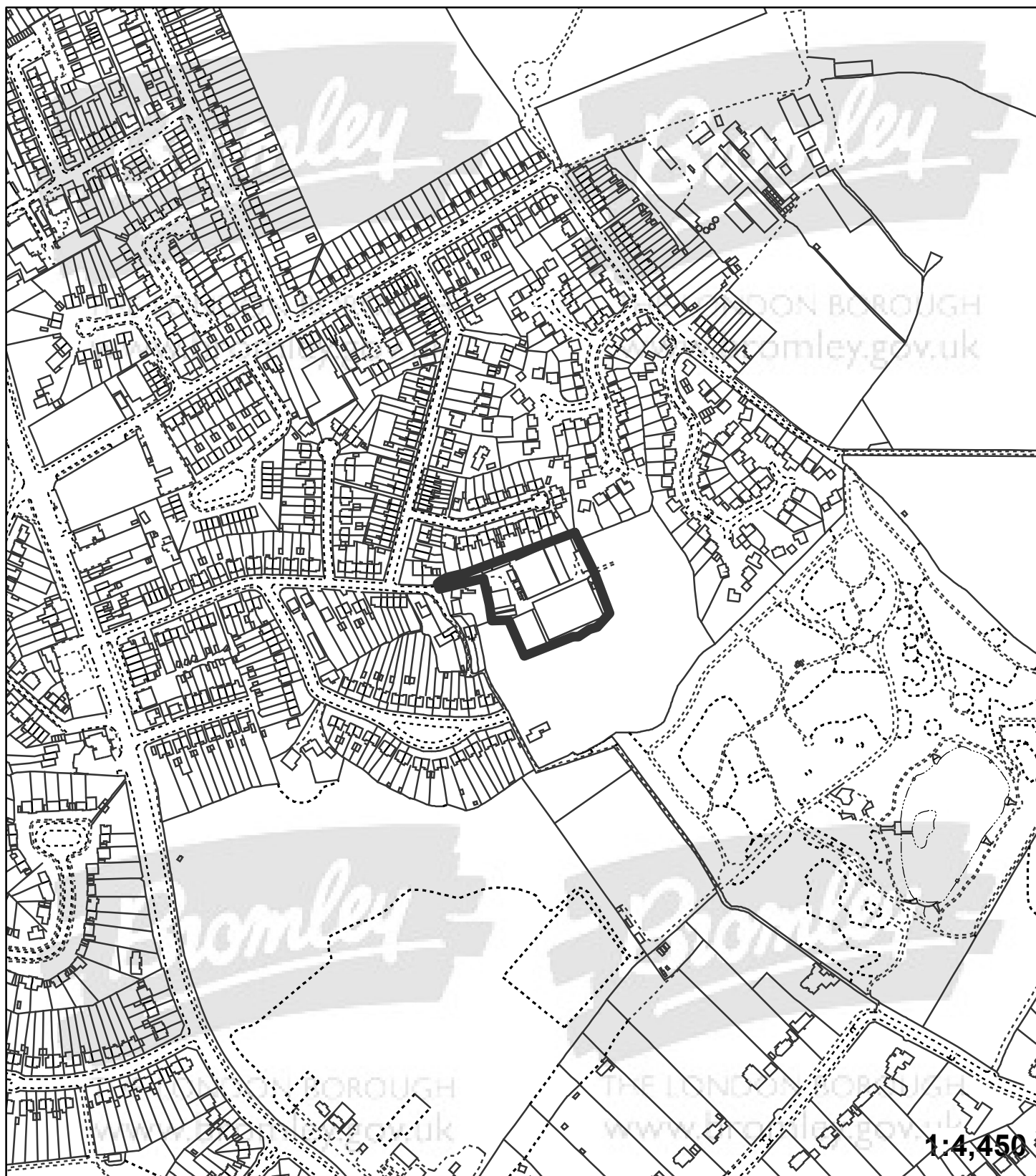
Use of the site shown on the attached plan for a composite use in connection with a bedding plant nursery and a general building and ground works company and in particular comprising use of building A for vehicle maintenance and repair, of building B for storage and maintenance of tools, of area D for car and lorry parking, of building I to store building and fencing materials and of building J to store tractors and excavators and of buildings C, E, F, G and H as a bedding plant nursery.

Reason: for a period of at least 10 years it is considered that the use of the premises as certified has been carried on, on the balance of probability, is therefore considered to be lawful. The Council has use the powers under section 191 (4) of the Town and Country Planning Act 1990 to substitute this description as it has concluded that the site is being used for composite purposes and change to a single use within a use class may be material and require planning permission.

Application:14/01818/ELUD

Address: Hasells Nursery Jackson Road Bromley BR2 8NS

Proposal: Use of the site shown on the attached plan for a composite use in connection with a bedding plant nursery and a general building and ground works company and in particular comprising use of building A for vehicle maintenance and repair, of building B for storage and maintenance



"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 : 14/02100/FULL1

Ward:
Bromley Common And
Keston

Address : 5 The Drift Bromley BR2 8HL

OS Grid Ref: E: 541764 N: 165210

Applicant : J King And C O'Neill

Objections : NO

Description of Development:

Demolition of existing outbuildings and erection of two detached houses with associated access and residential curtilages.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Green Belt
London City Airport Safeguarding
Sites of Interest for Nat. Conservation

Proposal

This proposal is for the demolition of existing outbuildings and erection of two detached houses with associated access and residential curtilages.

The application is supported with a Design and Access Statement and an Ecological Scoping Survey Report

Location

The application site is located to the west of The Drift, which is a private unmade road and cul-de-sac located to the north of Croydon Road. It is located within the Green Belt and is adjacent to both a Flood Risk Area and a Site of Interest for Nature Conservation. There is an access to the rear of Ravenswood School at the end of the cul-de-sac.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and a representation with no comments was received. Any comments in respect of revised plans received will be reported verbally to committee.

Comments from Consultees

Thames Water raise no objection in respect of water infrastructure capacity. Informatives are suggested in the event of a planning permission.

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

Highways comments note that the sightlines at the junction with Croydon Road are good and a minimum of 4 cars i.e. two cars per proposed house can be accommodated on site which is satisfactory; 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
- G1 Green Belt
- H1 Housing Supply
- H7 Housing Density and Design
- NE2 Development and Nature Conservation Sites
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

Planning History

In 1985 under planning ref. 85/02930, permission was granted for Farnborough Livery to construct 6 stables loose boxes.

In 1987 under planning ref. 87/01388, permission was granted for alterations to roof and two storey side extension and single storey front extension and detached house.

In 1999 under planning ref. 99/00998, a Certificate of Lawfulness for an Existing Use was refused for the use of buildings and land for the repairs and maintenance of motor vehicles.

In 2003 under planning ref. 03/03493, permission was refused for the temporary use of building and land for storage of electrical equipment and materials which was a retrospective application.

In 2011 under planning ref: 11/01623 outline permission was granted for the change of use from light industry (Class B1) to residential (Class C3), conversion

of existing buildings to 5 self-contained dwellings with details pertaining to access, appearance, landscaping, layout and scale forming reserved matters.

Planning application ref. 13/00446 granted permission for the demolition of the existing outbuildings and the construction of a two storey 4 bedroom dwelling, with associated landscaping.

Conclusions

The site is within the Green Belt and therefore the main issues relating to the application include:

- whether the proposal would be inappropriate development for the purposes
- of the National Planning Policy Framework (Section 9: Protecting Green Belt land) and development plan policy;
- the effect of the proposal on the openness of the Green Belt and on the character and appearance of the area and
- if the development is inappropriate, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development.

The proposal is inappropriate development in the Green Belt and it is for consideration as to whether there are very special circumstances sufficient to justify the development. The application submits that the conversion of the existing buildings to five dwellings (planning permission 11/01623) can be achieved without major modifications to the structures but that the buildings are situated close to the southern boundary and along the northern boundary and extend deep into the site. The supporting statement advises that there is scope to construct replacement dwellings of a similar footprint which will open up the site and improve amenities for adjoining occupiers.

The principle of this approach was established by planning permission, ref. 13/00446, for the demolition of the existing buildings and the erection of one detached dwelling. Marketing for the site has continued without success and the agents submit that the proposal for two dwellings is deemed to be more viable. The agents submit that the total footprint of the buildings to be demolished is 362.42 sq m (total floor area 438.52 sq m) and that the total floor area of the approved dwelling is 368.53 sq m. That now proposed by revised plans is submitted to be 368.61 sq m. It is for careful consideration as to whether the very special circumstances apply to the proposal of two dwellings. The floor area, siting, residential curtilage and bulk of development are not dissimilar to the approved scheme. It is most likely that a second residential unit will result in a greater visual impact on the openness of the Green Belt due to associated paraphernalia and separate curtilages. However, it may be considered that the very special circumstances as applied to planning permission ref. 13/00446, although very finely balanced, can be applied to the proposal for the two dwellings on the basis that permitted development rights be removed with no additional development allowed at the site.

On the basis that the principle of the development is considered acceptable careful consideration must be given as to the impact on neighbouring amenities. Given the land levels, orientation of the site and relationship with neighbouring properties it is considered that the proposal would not result in a such a significant detrimental impact on the residential amenities of neighbouring properties as to raise a planning ground of concern.

The proposal therefore may be considered satisfactory as it would not result in a detrimental impact on the openness of the Green Belt; would provide satisfactory residential accommodation and amenity space for future occupants; would not result in a significant detrimental impact on nearby neighbouring amenities and would not impact detrimentally in terms of traffic generation or congestion and therefore it is considered that permission should be granted.

In the event of a planning permission the development 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

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
 ACA04R Reason A04
- 3 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 4 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 5 ACC03 Details of windows
 ACC03R Reason C03
- 6 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter. In order to check that the proposed storm water system meets our requirements, we require that the following information be provided:

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

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

7 ACH03 Satisfactory parking - full application

ACH03R Reason H03

8 ACH22 Bicycle Parking

ACH22R Reason H22

9 ACH26 Repair to damaged roads

ACH26R Reason H26

10 ACH29 Construction Management Plan

ACH29R Reason H29

11 ACI01 Restriction of all "pd" rights

Reason: To prevent overdevelopment of the site and in the interests of the openness of the Green Belt, in line with Policy G1 of the Unitary Development Plan.

12 ACI11 Obscure glaz'g/details of opening (1 in) to the first floor flank elevations of the development

ACI11R Reason I11 (1 insert) BE1

13 ACK01 Compliance with submitted plan

ACC01R Reason C01

14 ACK05 Slab levels - no details submitted

ACK05R K05 reason

15 ACK09 Soil survey - contaminated land

ACK09R K09 reason

16 The dwelling hereby permitted shall not be constructed until such time as the existing outbuildings on the site have been removed, as annotated on drawing number TD-520-PD-2D-01, received 8th October 2014.

Reason: To prevent overdevelopment of the site and in the interests of the openness of the Green Belt, in line with Policy G1 of the Unitary Development Plan.

17 The area to the north of the application site as outlined in blue is to remain as per existing.

Reason: In the interests of adjoining Site of Interest to Nature Conservation and to preserve the openness of the Green Belt, in line with Policies G1 and NE2 of the Unitary Development Plan.

INFORMATIVE(S)

1 The applicant is advised that additional surveys in relation to the presence of bats and reptiles at the site will be required in line with their statutory obligations under the Protected Species and Wildlife and Countryside Act 1981 (as amended). A Biodiversity Enhancement Scheme for the area to the north of the application site which is intended to be retained as per existing will be required due to the proximity of the site to the adjacent Site of Nature Conservation (SINC) and Rivers Ravensbourne.

2 Given the status of The Drift as an unadopted street, the applicant is 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. The applicant is, therefore, also advised that 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 The Drift is laid out.

- 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. 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.
- 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)).

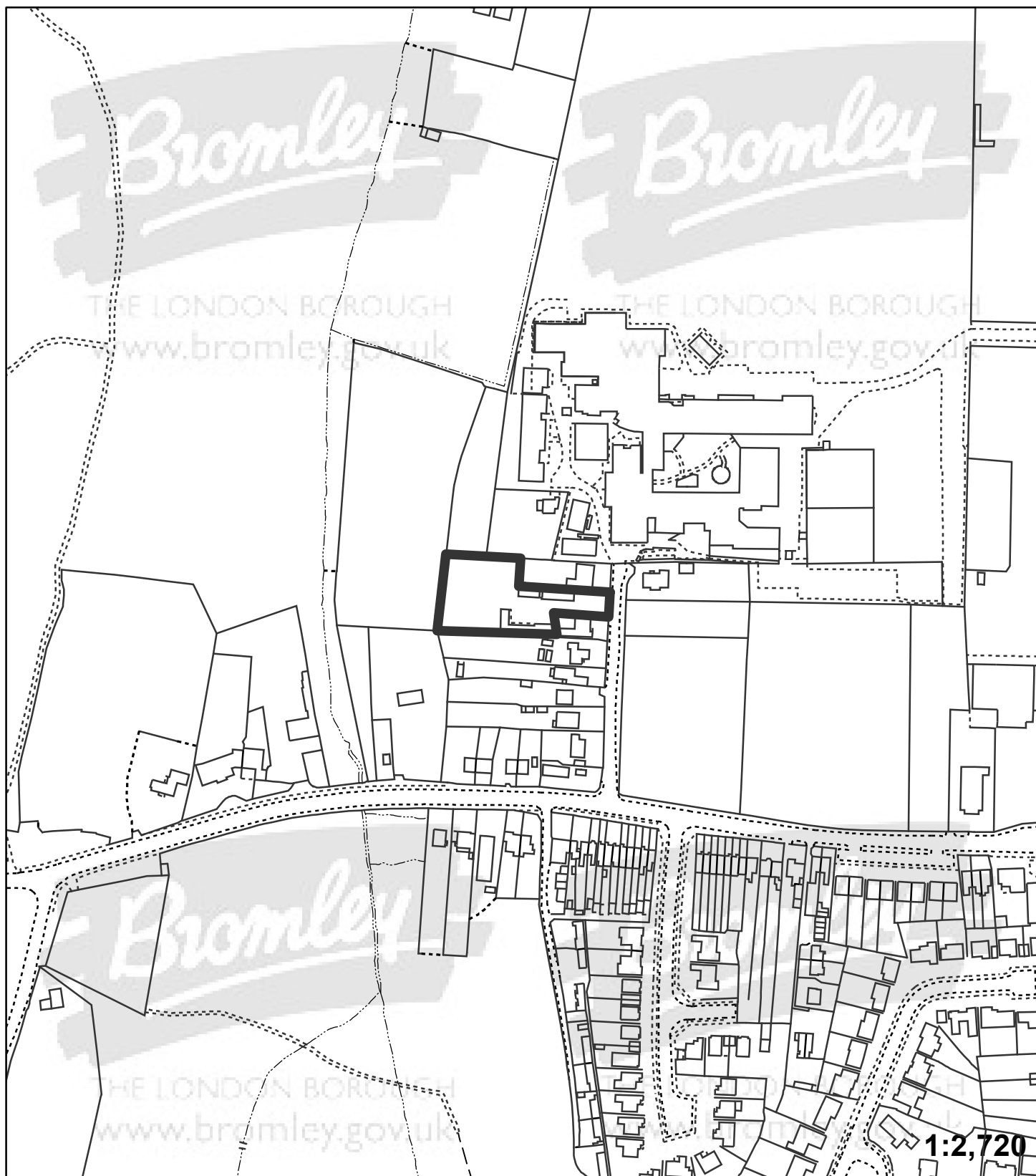
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/02100/FULL1

Address: 5 The Drift Bromley BR2 8HL

Proposal: Demolition of existing outbuildings and erection of two detached houses with associated access and residential curtilages.



"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 : 14/02722/FULL6

Ward:
Orpington

Address : 103 Eton Road Orpington BR6 9HH

OS Grid Ref: E: 547202 N: 164625

Applicant : Mr James Thomas

Objections : NO

Description of Development:

Part one/two storey front/side and single storey rear extensions and side elevational alterations

Key designations:

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

Proposal

The proposal comprises of the following elements:

- part one/two storey front and side extension which will project approximately 3.5m sideward at two storey height. A 3.3m wide garage will be linked onto the two storey side extension, although the front part of the garage will be separated from the main dwelling. The proposed extensions at the front/side will project 1.3m forward beyond the existing part of the dwelling, replacing an existing porch
- single storey rear extension adjacent to the NE boundary projecting 4.0m in depth

The application is supported by a Planning Statement.

Location

The application site is situated at the eastern end of Eton Road, at the junction of Eton Road and The Highway.

Comments from Local Residents

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

Comments from Consultees

Not applicable.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Planning History

Under ref. 14/00831, an application for a part one/two storey front/side and single storey rear extensions and elevational alterations was refused on the following ground:

"The proposed front/side extension, by reason of its excessive width and site coverage, would constitute an overdevelopment of the site, harmful to the symmetrical appearance of this pair of semis, detrimental to the amenities of neighbouring properties and harmful to the character of the area, contrary to Policies BE1, H8 and H9 of the Unitary Development Plan."

This application is currently the subject of an appeal. Members will be advised of any progress regarding the appeal status at the meeting.

Conclusions

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

The application dwelling forms one half of a pair of semis situated at the corner of Eton Road and The Highway. Although both houses have undergone modification and the adjoining semi has been extended, the pair maintain much of their original symmetry and are characterised by their spacious setting and separation to the highway.

Under ref. 14/00831, concerns were raised in respect of the overall size and sideward projection of the proposed front/side extension, in particular the first floor element which was proposed to extend to 4.1m in width - more than half the width of the original part of the dwelling. It was considered that the enlarged dwelling would appear cramped within the plot and would constitute an overdevelopment of the site. In addition, it was considered that the first floor extension would be especially harmful to the symmetrical appearance of this distinct pair of semis which are prominently situated within this corner site. No objections were raised in respect of the impact on neighbouring amenity, given the relationship to

neighbouring properties. It is noted that a single storey rear extension has been added to the adjoining semi at No. 28 The Highway which will obscure much of the proposed extension from that side.

In contrast to the application refused under ref. 14/00831, the overall footprint and bulk of the proposal has been refused somewhat: the changes have involved a separation between the front part of the proposed garage and the remainder of the garage to ensure some visual separation between the two elements; the width of the two storey side extension has been reduced from 4.0m to 3.5m, and the roof above the two storey side extension aligns with the existing roof, rather than having a lower ridge line as previously proposed.

Taking account of the changes referred to above, it is considered that the design of the proposal has been sufficiently modified to ensure that this pair of houses will maintain a more symmetrical appearance, and that the overall reduction in bulk and floor area will result in a less cramped form of development.

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

Background papers referred to during production of this report comprise all correspondence on the files refs 14/00831 and 14/02722 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 | ACK01 | Compliance with submitted plan |
| | ACC03R | Reason C03 |

Application:14/02722/FULL6

Address: 103 Eton Road Orpington BR6 9HH

Proposal: Part one/two storey front/side and single storey rear extensions and side 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 : 14/02786/FULL6

Ward:
Chislehurst

Address : Garden Cottage The Glebe Chislehurst
BR7 5PX

OS Grid Ref: E: 544520 N: 169787

Applicant : Mr Tony White

Objections : YES

Description of Development:

Two storey rear extension including side dormer

Key designations:

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

Proposal

It is proposed to add a two storey rear extension to this dwelling which would project 5.5m to the rear of the northern part of the dwelling and would be 8m in width. It would contain a dormer window within the northern roof slope facing Manor Park Road, but no windows are proposed in the eastern rear elevation of the extension facing No.2 Prince Consort Drive.

The extension would be set in 1m from the northern flank wall of the dwelling adjacent to Manor Park Road, and would be set back 0.8m from the rearmost wall of the existing dwelling. The roofline would match the existing northern part of the dwelling, and would contain a central roof lantern.

Location

This detached dwelling is located on the southern side of Manor Park Road within Chislehurst Conservation Area, and lies adjacent to The Archdeaconry in The Glebe, which is located immediately to the south. It was built around six years ago under planning ref.06/01090.

The rear garden backs onto No.2 Prince Consort Drive, and vehicular access to the site is from The Glebe opposite Bishops Walk.

Comments from Local Residents

Letters of objection have been received to the proposals from local residents, the main points of which are summarised as follows:

- extension would be too close to No.2 Prince Consort Drive and would lead to loss of light and outlook
- overdevelopment of the site
- footprint of dwelling would be increased by a third
- poor design of extension
- previous applications for smaller developments were refused
- the roof ridge may be higher than shown
- land at Garden Cottage is 0.4m higher than No.2 Prince Consort Drive, thus increasing the impact
- the hedge along the rear boundary is subject to a high hedge ruling, therefore it cannot properly screen the proposals from the adjoining occupiers of No.2 Prince Consort Drive
- the remaining protected false acacia and future replacement trees may be within falling distance of the proposed extension
- harmful to the character and spatial standards of Chislehurst Conservation Area
- increased site coverage may affect surface water drainage
- overlooking from flank dormer
- plans are inaccurately drawn.

Comments from Consultees

The Advisory Panel for Conservation Areas did not view the application.

Planning Considerations

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

BE1 Design of New Development
BE11 Conservation Areas
H8 Residential Extensions
NE7 Development and Trees

Planning History

Since planning permission was granted for this dwelling in 2006 (ref.06/01090), two applications were refused for a revised dwelling (ref.06/03996), and revisions to the permitted scheme to include an increase in the footprint and elevational changes (ref.07/00172), on grounds relating to overdevelopment of the site, and size and bulk of the building.

Permissions were later refused in 2009 (ref.09/00991) and 2010 (ref.10/01363) for a garden shed in the north-western corner of the front garden, but the 2010 scheme was later allowed on appeal.

Conclusions

The main issues in this case are the impact of the proposals on the character and appearance of Chislehurst Conservation Area, and on the amenities of the occupants of surrounding residential properties.

The extension would add a further 44sq.m. to the footprint of the building, but a garden depth of approximately 11m would still remain, which is not uncommon in this area, along with the existing amenity area to the front of the dwelling. The set-in of the extension from the northern side wall would help to break up the bulk of the extension when viewed from Manor Park Road, and would give a more subservient appearance in relation to the host dwelling.

The design of the extension would be similar to the northern wing of the building, with the same eaves and roof ridge heights, and the roof would be hipped back at the rear, as with the existing building. The new dormer in the northern flank elevation would be similar to the existing dormer, and the overall design of the extension would complement the existing building.

The proposals are not, therefore, considered to result in an overdevelopment of the site, nor have a significantly detrimental impact on the character and appearance of Chislehurst Conservation Area.

With regard to the impact on neighbouring residents, the proposed extension would come significantly closer to the rear boundary with No.2 Prince Consort Drive, however, there would still be a separation of at least 11m to the rear boundary, and no rear windows are proposed. There is a good level of screening along this boundary, and the proposals are not considered to be unduly harmful to the amenities of the neighbouring property.

No significant trees would be affected by the proposals.

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

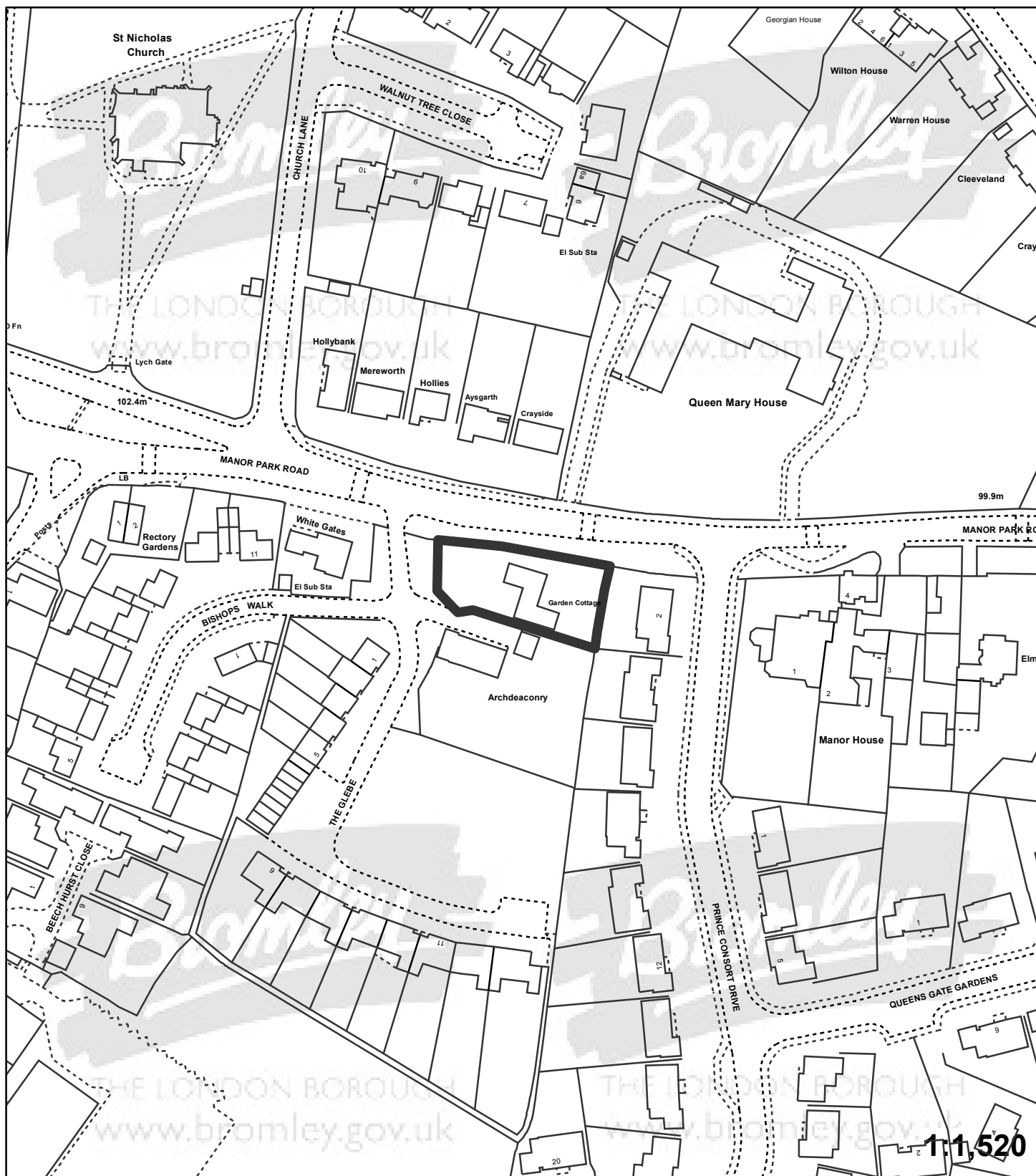
Subject to the following conditions:

- | | | |
|---|-----------------|---|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC04
ACC04R | Matching materials
Reason C04 |
| 3 | ACI13
ACI13R | No windows (2 inserts) eastern extension
I13 reason (1 insert) BE1 |
| 4 | ACK01
ACK05R | Compliance with submitted plan
K05 reason |

Application:14/02786/FULL6

Address: Garden Cottage The Glebe Chislehurst BR7 5PX

Proposal: Two storey rear extension including side dormer



"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 : 14/02909/FULL6

Ward:
Farnborough And Crofton

Address : 2 Arden Grove Orpington BR6 7WD

OS Grid Ref: E: 543921 N: 164641

Applicant : Mrs Jane Smith

Objections : NO

Description of Development:

Part two storey/first floor front extension

Key designations:

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

Proposal

It is proposed to add a small two storey front extension to the northern side of this dwelling adjacent to No.4, which would also extend partly over the ground floor, and would project forward 1.685m. It would have a gable fronted roof, and would be set slightly lower than the main roof ridge.

Location

This detached two storey dwelling is located on the eastern side of Arden Grove, at the junction with Pinecrest Gardens, and lies to the south of No.4 and to the north of No.7 Pinecrest Gardens. It was built in the 1980s as part of a wider development.

Consultations

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

Planning Considerations

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

BE1 Design of New Development

H8 Residential Extensions
H9 Side Space

Conclusions

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

The proposed two storey extension would project forward 1.685m, and would be set back 0.99m from the flank boundary, in line with the existing flank wall of the property. Although this would not strictly speaking comply with the Council's side space policy which requires a minimum 1m separation to be provided to the side boundary in respect of two storey development, the extension is only very marginally in breach of this, and in any case, it would not project any nearer to the side boundary than the existing flank wall of the dwelling.

The extension would not project significantly forward of adjacent dwellings, and a similar extension is currently under construction at No.1 opposite. The proposals are not, therefore, considered to have a seriously detrimental impact on the character and spatial standards of the surrounding area.

With regard to the impact on neighbouring properties, the adjacent dwelling at No.4 is set away from the flank boundary with the garage in between, and no loss of light or outlook would therefore occur.

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

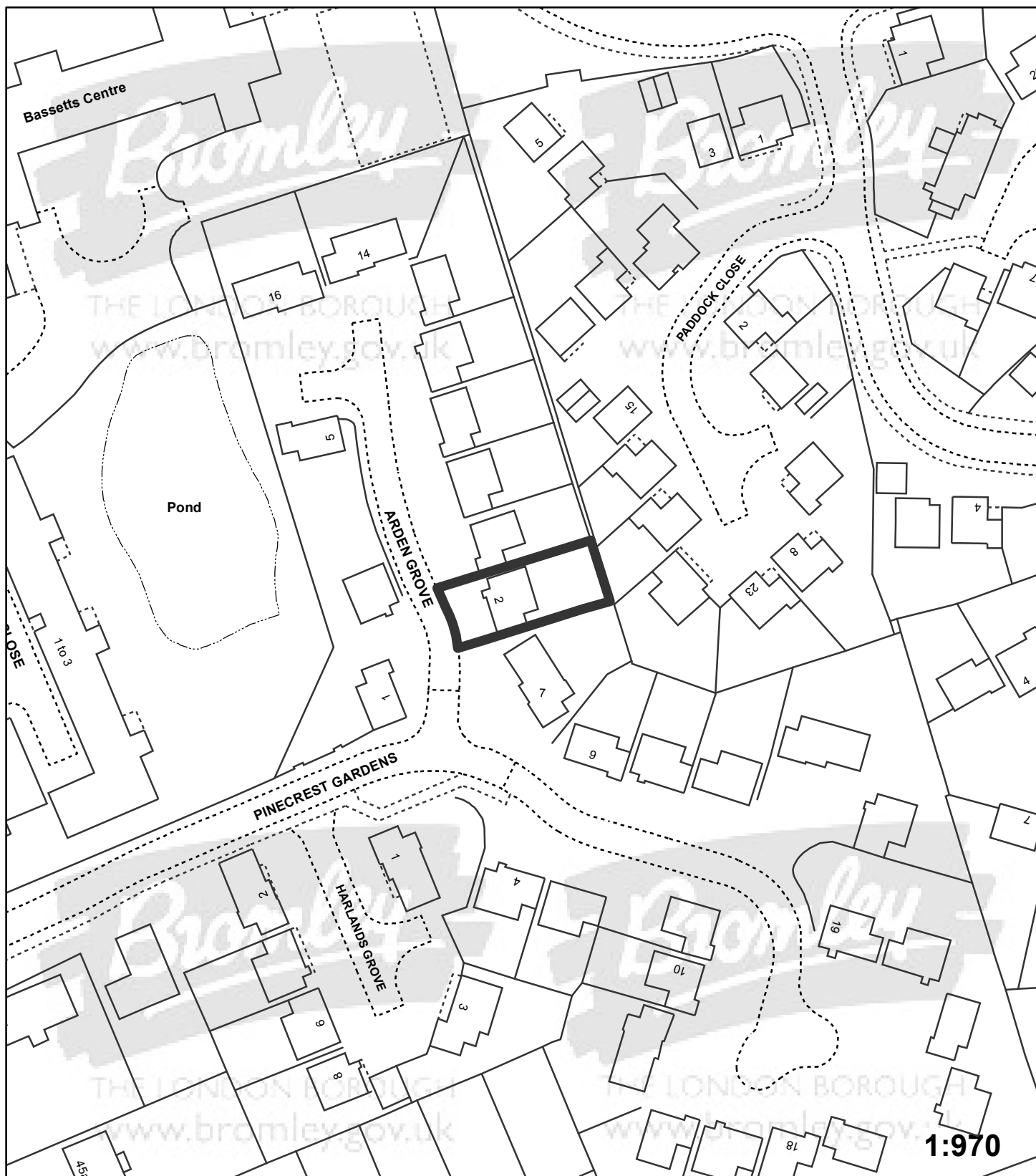
Subject to the following conditions:

- | | | |
|---|--------|--|
| 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) first floor flank extension |
| | ACI13R | I13 reason (1 insert) BE1 |
| 4 | ACK01 | Compliance with submitted plan |
| | ACK05R | K05 reason |

Application:14/02909/FULL6

Address: 2 Arden Grove Orpington BR6 7WD

Proposal: Part two storey/first floor front extension



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

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

Application No : 14/03004/FULL1

Ward:
Mottingham And Chislehurst
North

Address : Duke Of Kent Court Bowls Club
Dunkery Road Mottingham London SE9
4HY

OS Grid Ref: E: 541957 N: 172183

Applicant : Duke Of Kent Court Bowls Club

Objections : YES

Description of Development:

Single storey extension to existing clubhouse

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain
Green Chain Walk
London City Airport Safeguarding
London City Airport Safeguarding Birds
Metropolitan Open Land
Sites of Interest for Nat. Conservation

Proposal

Planning permission is sought for the following:

- single storey extension to existing bowls club
- extension would measure 7.2m in depth and 9.18m in width
- maximum height 4.5m to ridge and 2.4m to eaves

The application form shows longer hours than the present clubhouse operates. The Applicant has been advised that a separate application to vary the condition attached to ref. 04/03825 would be required to extend the existing hours of operation.

Location

The site comprises the existing clubhouse to the north-east of the site, with Dunkery Playing Fields to the west. The site is accessed via an access road from

Dunkery Lane adjacent to residential properties. The site is designated as Metropolitan Open Land in the UDP.

Comments from Local Residents

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

- concerns over extension of hours
- will encourage further noise and impact on amenities residents
- no change to parking, change of hours suggests increase activity

Comments from Consultees

Highways- no objections raised

Environmental Health- no objections raised

Drainage- No objection subject to suggested condition

Thames Water- no objection subject to suggested informative

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
G2 Metropolitan Open Land
T3 Parking
T18 Road Safety

The National Planning Policy Framework and the London Plan are also considerations.

Planning History

Planning permission was originally granted under ref. 04/03825 for the bowling green, car park, single storey clubhouse, water tank, sheds and 2.4m high steel palisade fencing. Planning permission was later granted under ref. 05/01911 for details pursuant to conditions relating to landscaping, external materials, foul water drainage and materials of access road/car park.

Most recently, an application was refused at the playing fields adjacent to the site (ref.11/02531) for a single storey pavilion (including gymnasium training room and changing rooms), all weather soccer pitch with 6x10m high floodlights, and 56 car parking spaces.

Conclusions

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

Policy G2 of the UDP states that permission will not be given for inappropriate development within Metropolitan Open Land unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness. In this case, the proposal includes a single storey extension to the existing clubhouse to support the essential outdoor sport and outdoor recreation. Given the location of the extension to the rear of the existing clubhouse within the existing footprint of the bowls club, the proposal would not impact harmfully on the openness of the site and the wider area. The proposal is unlikely to generate significant vehicle movements and is not considered harmful to the amenities of the adjoining residents.

It is noted that a letter of objection to the application was received which mainly raised concerns regarding the hours of operation which will be subject to a separate application.

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

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/03004 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 26.09.2014

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 ACD02 Surface water drainage - no det. submitt
 AED02R Reason D02
- 4 The extension hereby permitted shall only in connection with the bowls club and operate within the hours imposed on the main clubhouse unless previously agreed in writing by the Local Planning Authority.

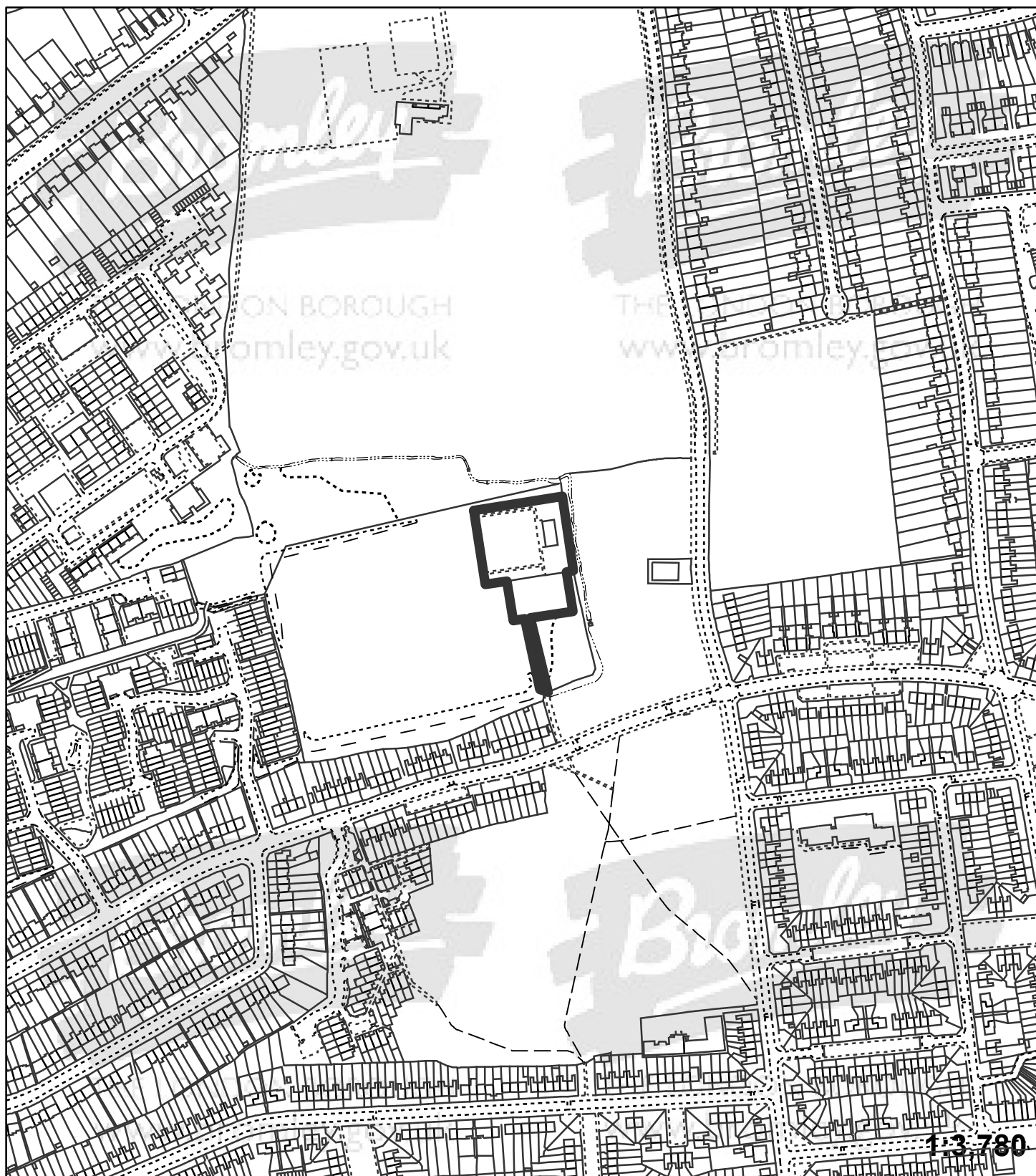
Reason: In the interest of the residential amenities of the area.

- 5 ACK01 Compliance with submitted plan
 ACK05R K05 reason

Application:14/03004/FULL1

Address: Duke Of Kent Court Bowls Club Dunkery Road Mottingham
London SE9 4HY

Proposal: Single storey extension to existing clubhouse



"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 : 14/03101/FULL6

Ward:
Bickley

Address : High Trees Chislehurst Road
Chislehurst BR7 5LE

OS Grid Ref: E: 542649 N: 169706

Applicant : Mr Derrick Charlesworth

Objections : YES

Description of Development:

Single storey front, first floor front/side and two storey rear extensions with front dormer and elevational alterations

Key designations:

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

Proposal

The proposal is a revised scheme following the refusal of planning application ref.14/01309. The proposal has been amended as follows:

- the bulk of roof extension has been reduced and the chalet style pitch is maintained on the eastern side
- to the western side the existing hipped roof would be extended to a gable end and would include a chimney protruding above ridge level
- to the eastern side the first floor extension with front gable has been reduced to a small first floor addition with more sympathetic hipped roof and a small front dormer, set well below the main ridge height
- at the rear, the proposed two storey extension would now project back in line with the existing ground floor rear building line (notwithstanding the single storey conservatory) with a rearward projection of approximately 2.9 metres.
- The applicant has submitted a supporting statement which was received on 18th September 2014 and can be summarised as follows:

- proposals will not create a loss of privacy, Juliet balcony does not create an external balcony to stand on
- projection proposed will help to minimise window to window overlooking by creating an obscured angle
- High Trees is directly west of Blakeney therefore proposals will not affect the direct sunlight enjoyed by Blakeney's
- rear projection will not affect outlook
- proposals barely change appearance of existing building.

Location

The application site consists of a large two storey dwelling with accommodation in the roofspace and a chalet style roof to the eastern side. The roof to the western side of the building is hipped. There is less than 1 metres side space between the eastern flank wall of the building and the flank boundary of the site.

The east of the application site is bordered by 'Blakeney', a two storey dwelling with accommodation in the roofspace. Blakeney is angled away from the application building at the front, is set further back within its plot and is on a lower ground level than the application building. The north-western corner of Blakeney is situated less than 0.9 metres from the site boundary with High Trees.

The west of the site is bordered by Bullers Wood School.

The site is within the Bickley Area of Special Residential Character (ASRC). The character of the area is essentially that of spacious inter-war residential development, with large houses in substantial plots adjacent to the Conservation Areas of Chislehurst and Bickley.

Comments from Local Residents

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

- loss of privacy and overlooking from rear extension and Juliette balconies
- loss of daylight from height and bulk of back elevation
- does not respect the character or appearance of area or neighbour
- does not respect the form of the host building
- loss of balance and charm
- scale of rear extension overwhelming
- has already been extended over the years.

Comments from Consultees

The Council's highways Development Engineers have raised no objections to the proposal as there would still be ample space to park cars on the frontage of the site.

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
H10 Areas of Special Residential Character
T18 Road Safety

SPG1 General Design Principles
SPG2 Residential Design Guidance

London Plan:

5.3 Sustainable Design and Construction
7.4 Local Character
7.6 Architecture

The NPPF 2012

Planning History

Under ref. 87/02341, permission was granted for the demolition of existing dwelling and erection of detached 5 bedroom house.

Following this there have been several applications granted for various extensions, dormers and a front boundary wall.

Most recently planning was refused under ref.14/01309 for first floor and single storey front and side extensions, two storey rear extension, roof alterations incorporating hip to gable end/front, side and rear dormers and elevational alterations. The reasons for refusal were:

- 1 The proposal, involving as it does substantial alterations to the existing roof of the property and projection beyond the established front and rear building lines, would be detrimental to the character and appearance of the host dwelling and to the street scene generally, contrary to policies BE1, H8, H10 and Appendix I of the Unitary Development Plan.
- 2 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two-storey development in the absence of which the extension would constitute a cramped form of development, harmful to the character and appearance of the Area of Special Residential Character, and contrary to Policies H9 and H10 of the Unitary Development Plan.
- 3 The proposed side/front extension, with its considerable height and forward projection, located adjacent to the boundary of the site and with windows close to neighbouring windows would be detrimental to the amenities now

enjoyed by the residents of Blakeney by reason of loss of prospect and privacy, contrary to policies BE1 and H8 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.

With regard to the proposed overall bulk and scale of the development, while the proposed gable end roof extension would appear more bulky than existing, it is not considered that it would appear unduly prominent in the street scene, particularly given the properties' relationship in relation to Chislehurst Road, which is set-back and angles away from the highway. Furthermore, there are no residential buildings adjacent to the western boundary which would be impacted by the gable roof extension. In addition, the chalet style roof on the eastern side, which contributes chiefly to the character of the building, would be retained.

The large first floor front/side extension with front gable has now been removed from the scheme in substitute for a more modest extension to the single storey flank wall (approx. 1m high) to the eastern side with a front hipped roof and a small front dormer, set well below the main ridge height. The extensions would also be more in line with existing front and rear building lines.

The first floor front/side addition over the existing garage would still technically be in breach of policy H9 of the UDP by failing to provide a minimum 1 metre side space to the flank boundary of the site. However, there would still be approximately 0.8m side space to the boundary and, given that the height of the flank wall would not significantly increase and the chalet style roof would be retained, Members may consider this acceptable in that it would not appear cramped. Furthermore, the spatial standards of this part of the ASRC would be maintained.

At the rear, the proposed two storey extension would also project back in line with the existing ground floor rear building line (notwithstanding the single storey conservatory), as normally required in an ASRC and, overall, the scale and form of construction would respect and complement the character and appearance of the host dwelling.

Concerns have been raised from the owners/occupiers of the adjacent dwelling, Blakeney regarding loss of daylight and privacy as a result of the two storey rear extension and associated Juliet balconies. The proposed rear extension would project only ~3m from the rear of the existing building and, given the orientation and relationship of the two properties, with Blakeney to the east of the application building, it is unlikely to result in a significant loss of light to the adjacent property. Furthermore, no harmful visual impact is anticipated.

With regard to the proposed Juliet balconies at first and second floor, as these would not provide any external access, the impact from them would be similar to that of a window. Additionally, given the separation between the two storey

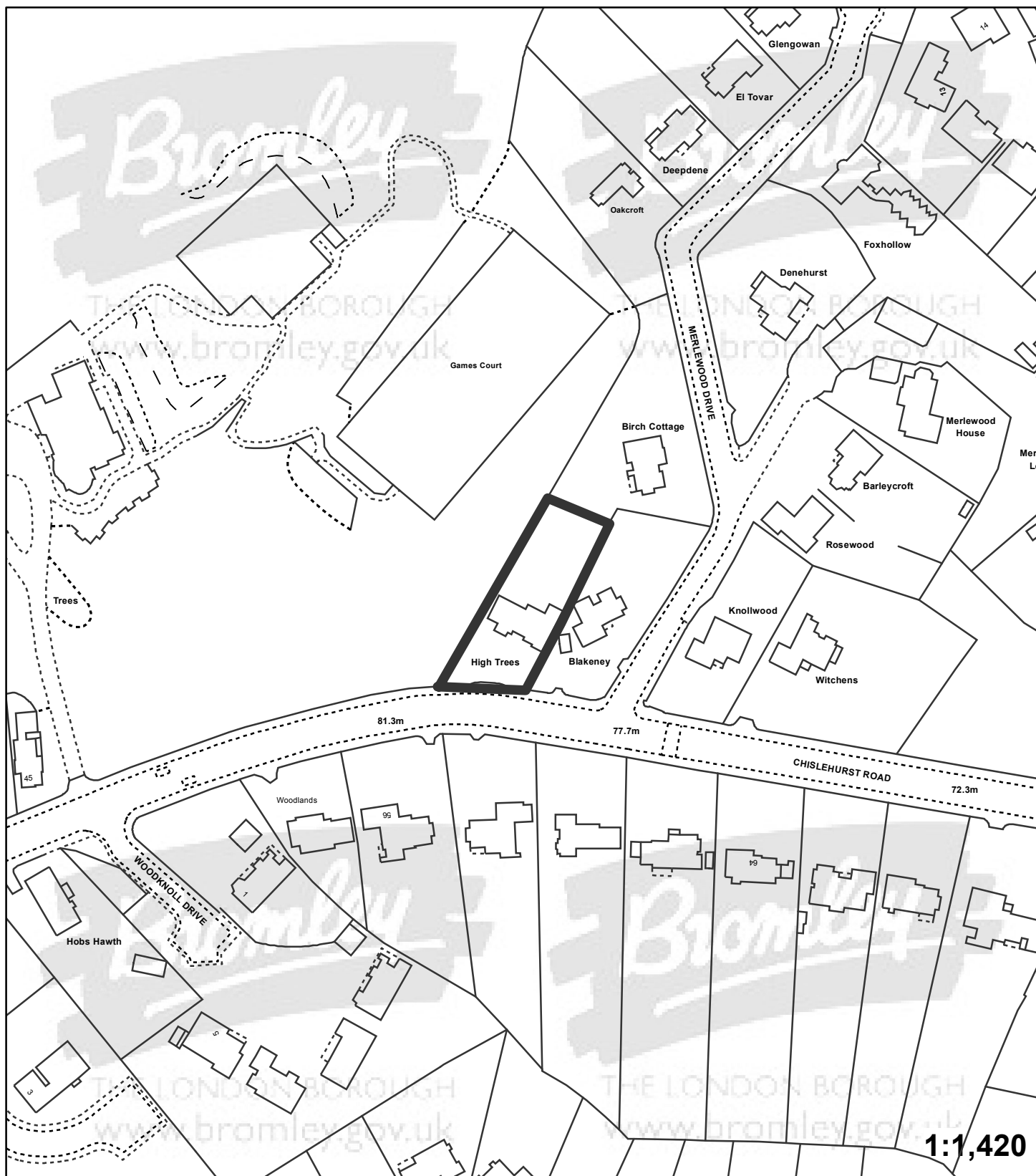
Levy will appear as a Land Charge on the relevant land with immediate effect.

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.

Application:14/03101/FULL6

Address: High Trees Chislehurst Road Chislehurst BR7 5LE

Proposal: Single storey front, first floor front/side and two storey rear extensions with front dormer 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"

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

Application No : 14/03183/FULL6

Ward:
Hayes And Coney Hall

Address : 1 Cherry Walk Hayes Bromley BR2 7LT

OS Grid Ref: E: 540323 N: 166478

Applicant : Mr Steve Jones

Objections : NO

Description of Development:

Part one/two storey rear extension and roof alterations to incorporate first floor front dormer

Key designations:

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

Proposal

Permission is sought for a part one/two storey rear extension and roof alterations to incorporate first floor front dormer. The two storey rear extension meets the northern side boundary.

Location

The application site is a two storey semi-detached property located on the eastern side of Cherry Walk, close to the junction with Chatham Avenue.

Comments from Local Residents

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

- concerns raised over possibility of installation of new low-level flues (no flues are proposed), and would like to retain existing shrubbery along boundary line.

Comments from Consultees

No comments have been received from consultees.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Planning History

This site has been subject to the following previous planning applications:

- 19/12/3213 - 2 storey extension at side and single storey extension at rear - Permitted 24.10.72
- 78/1997 - single storey rear extension - Permitted 10.8.1978
- 82/1088 - Single storey rear extension and front alterations - Permitted 15.7.1982

Conclusions

The main issues in this case are the impact of the proposals on the character and spatial standards of the surrounding area and on the amenities of neighbouring residential properties.

The part one/two storey rear extension would be 3.6m deep. At ground floor level, it would be 3.49m wide, located between the existing single storey rear extension and the northern boundary. At first floor level, the extension would be 6.1m wide constructed partly over the existing rear extension. The extension will be two storeys along the northern side boundary therefore would not comply with the Council's side space policy which normally requires a minimum 1m side space to be retained to the side boundary for the full height and length of a two storey development.

Due to the orientation of the site, the northern side boundary of 1 Cherry Walk is made up of the rear boundaries of three properties on Chatham Avenue. Of these three properties, 27 Chatham Avenue would be most affected by the proposal, however this property is approximately 18m from the boundary therefore the impact on No.27 is lessened. The first floor rear extension will be 3.4m from the side boundary with No.3 Cherry Walk. Both proposed flank walls will be blank. The two storey rear extension would continue the line of the existing two storey side extension (granted permission in 1972 under planning ref. 19/12/3213), along the northern boundary and would not extend further to the rear than the existing single storey rear extension (planning ref .82/1088).

With regard to neighbouring amenity there is a significant number of high trees and hedges along all boundaries which provide privacy for surrounding properties. The vegetation along the northern boundary will be trimmed but largely retained to maintain the current levels of privacy and lessen the visual impact of the proposed extension. Therefore it is considered that the extension as proposed would not

cause a detrimental impact on either neighbouring property in terms of loss of light, privacy or outlook. In this case whilst the policy H9 would not strictly be adhered to, due to the specific location of the property the general aims and objectives of the policy would be respected.

This proposal also includes a front dormer extension and enlarging the roof to match the main ridge line. The proposed dormer would be a modest 3.49m wide and 1.69m deep and will be at first floor level. From visiting the site it can be seen that there are several examples along the street of similar front dormers, including Nos. 2,4,6 and 8 Cherry Walk, therefore this will not impact detrimentally on the character of the surrounding area.

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

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 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 | ACK01 | Compliance with submitted plan |
| | ACK05R | K05 reason |

Application:14/03183/FULL6

Address: 1 Cherry Walk Hayes Bromley BR2 7LT

Proposal: Part one/two storey rear extension and roof alterations to incorporate first floor front dormer



"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 : 14/03291/FULL6

Ward:
Chelsfield And Pratts
Bottom

Address : Pentlow Rushmore Hill Orpington BR6
7NQ

OS Grid Ref: E: 547272 N: 162098

Applicant : Mr And Mrs Andrew Cook

Objections : YES

Description of Development:

First floor side extension, single storey side and rear extensions

Key designations:

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

Proposal

The proposal will provide a first floor side extension to the southern side of the dwelling and a ground floor extension to the northern flank. The two storey roof will be hipped and lower than the main roof of the house. To the rear of the house, the existing conservatory will be replaced with a flat roofed rear extension spanning the entire width of the house with a height of 3.1m. The single storey side extension will also have a low flat roof.

Comments from Local Residents

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

- impact on light and overshadowing
- excessive bulk and scale, detracting from local character
- overlooking and loss of privacy

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
- G1 Green Belt
- G4 Dwellings In The Green Belt Or On Metropolitan Open Land

London Plan Policy 5.12 - Managing Flood Risk

The National Planning Policy framework is also a consideration.

Planning permission was refused under ref. 14/01924 for a first floor side and part one/two storey side and single storey rear extensions. The refusal grounds were as follows:

'The proposal does not comply with the Council's requirements for a suitable side space to be maintained to the flank boundary in respect to two storey development, in the absence of which the proposal would constitute a cramped development, out of character with the street scene in general and contrary to Policies BE1, H8 and H9 of the Unitary Development Plan.

The proposed side extension, by reason of its design and proximity to the neighbouring dwelling at Highfield, would result in a harmful loss of light and outlook that would be detrimental to the amenities of this neighbouring dwelling, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.'

Conclusions

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

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

The proposed extension will add a greater than 10% floor area to the original building and will therefore not comply with Policy G4 of the UDP. In line with the NPPF, the Council must also assess whether the development would add a disproportionate amount to the original building. The dwelling has not been extended in the past, other than a single storey rear extension that would be replaced by the proposed development. The scale and bulk of the additions are not considered excessive and the building is set within a ribbon of development within the Green Belt. The development would not encroach onto currently open areas of

Green Belt land and it is considered on balance that the openness and rural character of the area would not be significantly harmed.

It is therefore considered that although the proposal would cause principle harm under the tolerances of Policy G4, the development would not cause an actual harm to the openness of the Green Belt. The proportionate nature of the extension would be compliant with the criteria of the NPPF and the bulk added by the extension would not be disproportionate to the original house.

The proposal will introduce a two storey side extension to the dwelling. The southern flank extension will provide a 1.25m side space to Shenvala, which will experience some visual impact to the ground and first floor side windows. Shenvala is sited to the south and therefore no loss of light will be experienced. The impact on this side window is considered to be suitable, in light of the separation.

To the north, the opposite side extension will be sited in close proximity to the flank boundary however this has been reduced in height from the previous proposal and is now proposed to be single storey only. The side door and windows would be affected by the extension adjacent to the boundary, however the low height and bulk is considered not to impact significantly detrimentally in this case.

The proposed rear extension will be a low height and rear projection, thereby not impacting on the amenities of either neighbouring dwelling. The extension would be well separated from either neighbour and would not impact detrimentally on the light or outlook from these dwellings.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a detrimental impact on the rural character of the Green Belt and would not impact harmfully on the amenities of neighbouring properties.

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 ACI12 Obscure glazing (1 insert) in the first floor flank elevation
 ACI12R I12 reason (1 insert) BE1
- 4 ACI17 No additional windows (2 inserts) flank extensions
 ACI17R I17 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 visual amenities of the area and the amenities of the nearby residential properties.

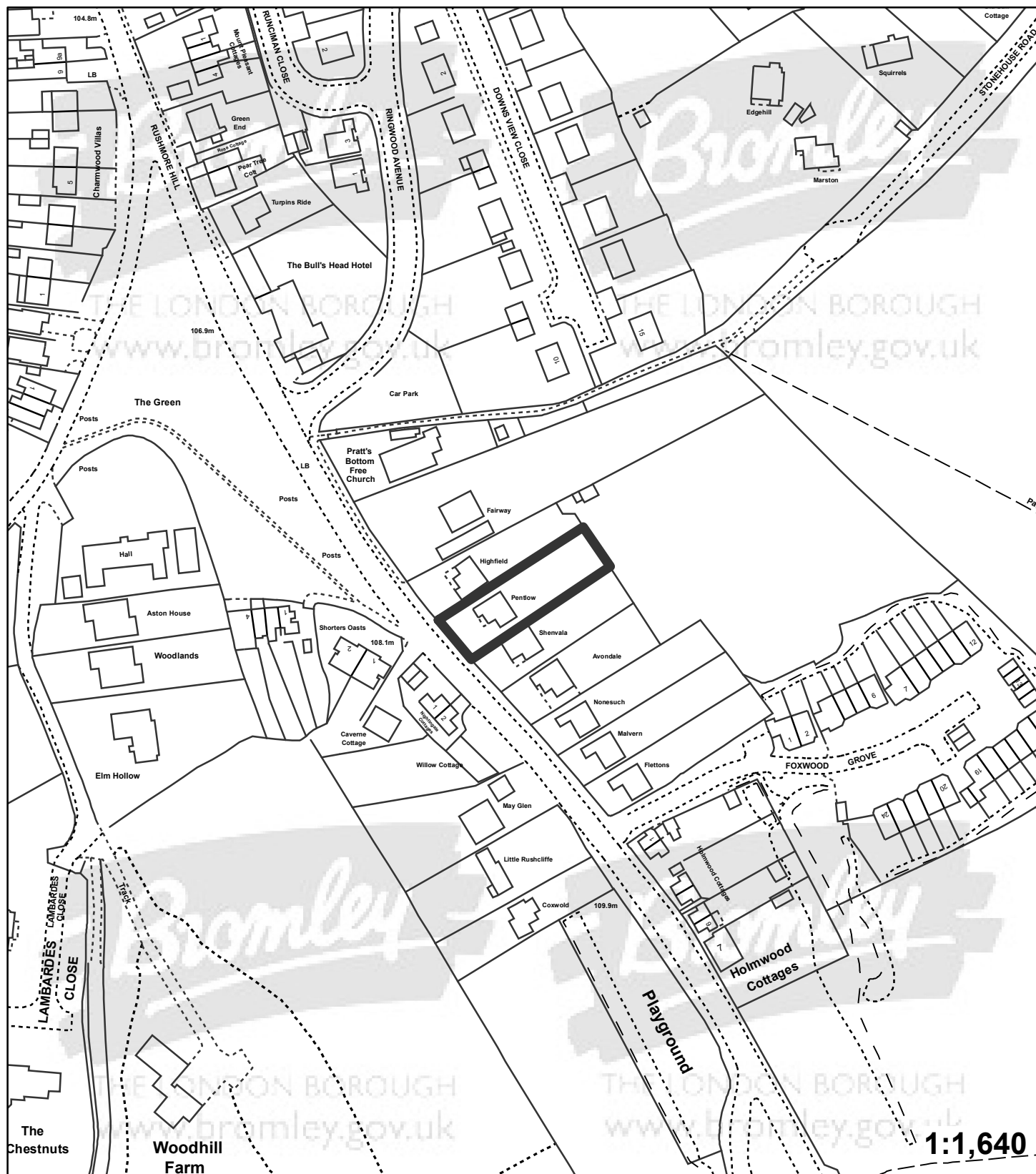
INFORMATIVE(S)

- 1 The applicant is advised that the site lies within a Flood Risk area and that it is the responsibility of the applicant to ensure that the measures proposed to prevent flooding are undertaken to a satisfactory standard. The applicant is advised to contact The Environment Agency for further advice and information.

Application:14/03291/FULL6

Address: Pentlow Rushmore Hill Orpington BR6 7NQ

Proposal: First floor side extension, single storey side and rear extensions



"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 : 14/03351/FULL6

Ward:
Bromley Common And
Keston

Address : 17 Forest Ridge Keston BR2 6EG

OS Grid Ref: E: 542457 N: 164787

Applicant : Mr G Elson

Objections : YES

Description of Development:

Part one/two storey side/rear extensions, single storey rear extension, first floor front extension, porch canopy, roof alterations to raise roof height and rear dormer to create third storey in roof space and elevational alterations to front, side and rear

Key designations:

Conservation Area: Keston Park
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
Open Space Deficiency

Proposal

To the northern side of the property it is proposed to construct a part one/two storey side/rear extension which will in part replace the existing single storey linked double garage and annex. The extension will project a total of 9.239m to the side at two storey level and will retain a maximum of 12.441m side space to the side boundary decreasing to 11.306m at the rear due to the tapering of the boundary. The extension will not extend any further to the side than the existing garage structure. The two storey element of the extension will be set back approximately 1.4m from the front part of the property it adjoins for a width of approximately 3.4m, when scaled from the submitted drawings, before being set back a further 3.245m for the remaining width of the extension. This part of the extension will project for a length of 11.838m extending past the main rear building line of the property by 4.547m in depth. The extension will also infill an area at first floor to the rear above an existing single storey element. The roof of the first 3.4m wide part of the extension will be hipped and will extend approx. 0.3m below the new proposed ridge height of the existing dwelling. The second part which projects out a further 5.8m to the side and is set back 3.245m will also have a hipped roof set a further 1.2m lower in height. The single storey element of the extension includes a double

garage to the front which will project 7.741m in wide and will be set further forward than the rest of the extension. It will have a flat roof with a height of approximately 3.7m. To the rear the proposal will extend a further 3.5m at single storey only (a total of approximately 7.9m from the rear of the existing property when including the two storey element). This part of the extension will have a flat roof with a height of approximately 3.6m when scaled from the submitted drawings.

To the southern side of the property another part one/two storey side/rear extension is proposed. The extension will in part replace an existing single storey attached double garage and project 6m to the side at single storey with the first floor element projecting only 3.454m. The first floor element will project 10.5m in length and wrap around to the rear to infill an area above an existing single storey part of the property. The ground floor flank wall will retain a side space of 1.637m at the front decreasing to 1.535m at the rear. The new first floor extension will be set in from the side boundary by approximately a further 2.5m. The roof of the two storey element of the extension will be hipped and set slightly lower the proposed new ridge height of the dwelling, in line with the extension to the northern side of the property. The single storey element of the extension will have a pitched roof at a similar angle to the main roof.

The single storey rear extension will infill an area to the rear currently occupied by two bay windows and a roof canopy above. The proposed extension will not project any further to the rear than these existing bay windows but will square them off and infill the area between them to create one large bay window.

The first floor front extension will extend approximately 1.3m to the front above the existing front porch with a pitched roof and three long windows similar to the existing in the front elevation. A new porch canopy is also proposed.

Roof alterations are proposed to the existing dwelling to raise roof height by approximately 0.8m. The construction of a large rear dormer is also proposed in the middle section of the new and existing roof. This will allow for the creation of a third storey in roof space.

As part of the development elevational alterations to front, side and rear are also proposed.

Location

The application site is a large two storey detached property within a large plot on the western side of Forest Ridge, Keston. Forest Ridge lies within the Keston Park Conservation Area which consists of large detached properties located on spacious garden plots.

Comments from Local Residents

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

Any further comments received will be reported verbally at the meeting.

Comments from Consultees

The Advisory Panel for Conservation Areas (APCA) have raised objections with regards to the scale of the proposed development, which would overwhelm the pleasing existing composition of the property and would detract from the building and the character of the conservation area as a result of overdevelopment.

At the time of writing the report no comments have been received from the Council's Highways Engineers. These will be updated 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
BE11 Conservation Areas
H8 Residential Extensions
H9 Side Space
T3 Parking

Supplementary Planning Guidance 1 General Design Guidance
Supplementary Planning Guidance 2 Residential Design Principles
Supplementary Planning Guidance Keston Park Conservation Area

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

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework.

Planning History

The property has been the subject of a number of previous planning applications. These are summarised below:

Under ref. 84/02323, outline planning permission was refused for a detached dwelling adjacent to Birchwood 17 Forest Ridge.

Under ref. 85/02921, planning permission was granted for 2 two storey side extensions and single storey rear extension.

Under ref. 89/01824, planning permission was refused for a detached two storey three bedroom house with integral garage for chauffeur. The reasons for refusal were as follows:

'The proposal constitutes a cramped overdevelopment of the site which neither preserves nor enhances the character or appearance of the Keston Park Conservation Area contrary to Policy E.7 of the Keston Park Conservation Area contrary to Policy E.7 of the Bromley Borough Plan and

which if permitted, would establish an undesirable pattern for similar piecemeal infilling in the area, resulting in a retrograde lowering of the exceptional spatial standards to which the area is at present developed.

Development of this site would be out of character with surrounding residential properties having particular regard to the space about buildings, and would thus be contrary to Policy H.2 of the Bromley Borough Plan.

The proposed development would be lacking in adequate on-site car parking provision to accord with the Council's standards and is therefore contrary to Policy T.8 of the Bromley Borough Plan'.

Under ref. 89/02149, planning permission was granted for a single storey side/rear extension.

Under ref. 90/01309, planning permission was refused and dismissed at appeal for a detached single storey building comprising treble garage and two bedroom dwelling.

'The proposal would result in a cramped overdevelopment of the site which neither preserves nor enhances the character or appearance of the Keston Park Conservation Area contrary to Policy E.7 of the Bromley Borough Plan and which if permitted would establish an undesirable pattern for similar piecemeal infilling in the area, resulting in a retrograde lowering of the exceptional spatial standards to which the area is at present developed.

Development of this site would be out of character with surrounding residential properties having particular regard to the space about buildings, and would thus be contrary to Policy H.2 of the Bromley Borough Plan.

The proposed single storey building would be capable of being served as a separate dwelling unit which would result in an undesirable overdevelopment of the site prejudicial to the amenities of the area.'

The appeal inspector further concluded that the development would be 'a conspicuous and intrusive element in the street scene' and 'would not be compatible with the very strict requirements of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Specifically it would be compatible with the objective of preserving or enhancing the character or appearance of the area'.

Under ref. 91/00321, planning permission was refused for a detached single storey building comprising double garage and one bedroom dwelling.

'The proposal would result in a cramped overdevelopment of the site which neither preserves nor enhances the character or appearance of the Keston Park Conservation Area contrary to Policy E.7 of the Bromley Borough Plan and which if permitted would establish an undesirable pattern for similar piecemeal infilling in the area, resulting in a retrograde lowering of the exceptional spatial standards to which the area is at present developed.

Development of this site would be out of character with surrounding residential properties having particular regard to the space about buildings, and would thus be contrary to Policy H.2 of the Bromley Borough Plan.'

Under ref. 91/02569, planning permission was refused for a single storey linked building comprising double garage and one bedroom dwelling. This application was subsequently allowed on appeal with the appeal inspector commenting that the revisions submitted in this application which differ to that of particularly the 90/01309 scheme is a reduction in height of the proposed single storey building and an increase in the gap retained between Birchwood (No. 17) and the neighbouring The Beeches from about 10.5m to about 18m. As such it was concluded that 'the space between the properties would provide a satisfactory break in the developed frontage'.

Under ref. 95/02218, planning permission was permitted for a single storey linked building comprising double garage and one bedroom granny annex. This was a revised scheme to the building allowed on appeal under ref. 91/02569.

Under ref. 06/03077, planning permission was granted for a first floor rear extension. This appears to have been implemented.

Most recently an application for a Part one/two storey side/rear extension, first floor side/rear extension, first floor front extension, porch canopy, roof alterations to raise roof height and rear dormer to create third storey in roof space and elevational alterations to front, side and rear, was refused under ref. 14/01069 for the following reasons:

'The proposal by reason of its bulk and design would result in a cramped overdevelopment of the site which neither preserves nor enhances the character or appearance of the Keston Park Conservation Area contrary to Policy BE11 of the Unitary Development Plan resulting in a retrograde lowering of the exceptional spatial standards to which the area is at present developed.

The proposal by reason of its bulk and design would be out of character with surrounding residential properties having particular regard to the space about buildings, and would thus be contrary to Policies H8 and 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 with particular regards to the Conservation Area designation and the impact that it would have on the amenities of the occupants of surrounding residential properties.

As detailed in the planning history section above, a number of applications for a detached building (both single storey and two storey) to form a garage and separate dwelling for use as chauffeur accommodation and were refused and dismissed at appeal in the late 1980's/early 1990's. The reasons for refusal

included but were not limited to, the overdevelopment of the site and concerns with regards to the spatial standards of the area. Under ref. 91/02569, planning permission was refused for a single storey linked building comprising double garage and one bedroom dwelling. This application was subsequently allowed on appeal with the appeal inspector commenting that the revisions submitted in this application which differ to that of particularly the 90/01309 scheme is a reduction in height of the proposed single storey building and an increase in the gap retained between Birchwood (No. 17) and the neighbouring The Beeches from about 10.5m to about 18m. As such it was concluded that 'the space between the properties would provide a satisfactory break in the developed frontage'. Under ref. 95/02218, planning permission was permitted for a single storey linked building comprising double garage and one bedroom granny annex. This was a revised scheme to the building allowed on appeal under ref. 91/02569 and is the single storey addition to the north the property currently benefits from. This single storey addition would be replaced by the part one/two storey side/rear extension submitted as part of this proposal.

Most recently an application for a similar but much larger scheme to that now proposed was refused under ref. 14/01069. The main concerns were the bulk and design of the proposed extensions creating an overdevelopment of the site, out of character with the spatial standards of the area. This current application has revised the size and scale of the extensions to both the northern and southern sides of the property.

The extension to the northern side of the property has been significantly reduced in width by 5.3m and will not project any further to the side than the existing single storey structure. As such this part of the proposal, whilst now being two storey rather than the existing single storey, will retain the same distance to the northern side boundary that currently exists, a minimum of 11.306m to the northern side boundary. The first floor element of the proposed extension has also been set further back away from the main front building line with the roof line set much lower than the main property to add an element of subservience.

To the southern side of the property, the ground floor element of the proposal has been reduced in width by 0.5m to provide a greater side space at single storey of 1.637m at the front decreasing to 1.535m at the rear. The new first floor extension will be set in from the side boundary by approximately a further 2.5m, a total distance of 4m. The extension will be set back from the main front building line and the ridge of the hipped roof of the first floor element set lower than the new ridge line of the main part of the property. The front building line of the extension and roof line will be in line with the first part of the extension to the northern side and as such this will create an element of symmetry to the proposed extensions.

The proposed increase to the roof height of the property, rear dormer extension, and front extension remain as previously submitted. A new single storey rear element has also been proposed to infill and 'square off' the two bay windows at the rear.

Given the property's location within the Keston Park Conservation Area, Policy BE11 is of particular reference which looks to ensure that new development will

preserve or enhance the character or appearance of conservation areas and respect or complement the layout, scale, form and materials of existing buildings and spaces. It is also noted that the Supplementary Planning Guidance (SPG) for the Keston Park Conservation Area states that 'the Council will expect all proposals for new development to conform with the highly dispersed and wooded character of the conservation area, and with the approach taken by surrounding dwellings, especially in regard to the scale and height of construction, location with a plot (where material), design and materials used. Additionally, the SPG 'suggests that side extensions should generally be subsidiary in scale to the original host dwelling.' It is noted that concerns have been raised by APCA with regards to overdevelopment of the site. However, this revised proposal is considered to have significantly reduced the bulk of the extensions originally refused under ref. 14/01069, particularly to the northern side. Furthermore, the design of the extension to the northern side has been altered so as to create a much more subservient appearance.

Having visited the property it can be seen that the existing site is very wide and the house is relatively low lying in relation to the surrounding development. Additionally, whilst noting the increase at first floor level, the proposed extensions would create a greater side space than currently exists at ground floor to the southern side and would retain the existing side space to the northern side of the property. As such, Member's may consider that the design of the proposed extensions generally respect the neo-Georgian style of the existing property, and the size and scale of the proposed extensions have been significantly reduced as to overcome the previous reasons for refusal. Furthermore, Member's may consider that given the reduction in width of both side extensions, the proposed development would not cause harm to the spatial standards of the Keston Park Conservation Area, which is the primary characteristic which we wish to preserve or enhance.

No additional windows are proposed to the southern flank elevation. Only two are proposed in the first floor northern flank elevation which are to serve a games room. This room is also served by front and rear windows and as such if Member's are minded to approve the application these windows may be conditioned to be obscure glazed to further protect the privacy of the host and neighbouring property. Furthermore, given the size and orientation of the application site and neighbouring properties, and the separation proposed to the side boundaries, Member's may consider that the proposed extensions are unlikely to cause any significant harm to the residential amenities of the adjoining properties.

Having had regard to the above, Member's may consider that the development in the manner proposed is acceptable, in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the host dwelling or Keston Park Conservation Area.

Background papers referred to during production of this report comprise all correspondence on the file 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 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 3 Before the development hereby permitted is first occupied, the proposed window(s) in the first floor northern flank 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.

- 4 ACI17 No additional windows (2 inserts) flank extensions
 ACI17R I17 reason (1 insert) BE1
- 5 ACI07 Restrict to members of household (1 in) at 17 Forest Ridge,
 Keston
 ACI07R Reason I07
- 6 ACK01 Compliance with submitted plan
 ACK05R K05 reason

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

Application:14/03351/FULL6

Address: 17 Forest Ridge Keston BR2 6EG

Proposal: Part one/two storey side/rear extensions, single storey rear extension, first floor front extension, porch canopy, roof alterations to raise roof height and rear dormer to create third storey in roof space and elevational alterations to front, side and rear



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

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

Application No : 14/03469/PLUD

Ward:
Petts Wood And Knoll

Address : 27 West Way Petts Wood Orpington
BR5 1LN

OS Grid Ref: E: 544700 N: 167659

Applicant : Mr Cristian McDermott

Objections : YES

Description of Development:

Single storey side extension
CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT

Key designations:

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

Proposal

A Certificate of Lawfulness is sought in respect of a single storey side extension.

The proposal comprises of a single storey side extension which will be built beyond the eastern flank elevation of the host dwelling. It will extend 2.8m sideward and 7.53m in depth and incorporate a garage and kitchen extension. The design will include a fake pitch at the front which will rise to a height of 3.0m, whilst the eaves will be 2.2m in height. The remainder of the roof will be flat, 2.3m in height.

Location

The site is situated along on the northern side of West Way. It is occupied by a semi-detached two storey dwelling. The area is characterised by similar semi-detached houses set within relatively spacious plots. The area is characterised by generous side space between buildings and the area falls within the Petts Wood Area of Special Residential Character.

Comments from Local Residents

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

- given the Inspectorate's unequivocal verdict of the effect of side extensions on this side of West Way on the ASRC it would seem appropriate for that the Council use an Article 4 Directive to remove permitted side extension rights
- to grant a Lawful Development Certificate would set a dangerous precedent
- application dwelling already has permission to extend at the rear and in the roof
- dimensions on the plans are unclear
- proposed garage would be too narrow to accommodate a car
- a similar proposal for a single storey side extension was refused a Lawful Development Certificate at Hawthorne Road, Bickley under ref. 14/02812
- proposal should be considered consistently as the above refused proposal
- site is not in A1 use class as indicated on the application form
- it is odd that a proposal previously refused by the Council and dismissed at appeal can be considered under another application process, and it is anomalous that this application can even be considered
- proposal will undermine local character and lead to other similar applications
- key concern relating to the impact on the spacing between the dwellings has not been addressed
- there are no other properties along the road with such an extension
- out of character
- character of Petts Wood Area of Special Residential Character will be undermined
- contrary to local planning policies
- in law Residue de Carta applies meaning that once a matter has been decided upon by a Judicial Authority it cannot be decided upon by a different route

It should be noted that comments relating specifically to the planning merits of the application cannot be considered and this is made clear in the notification letters.

Comments from Consultees

Not applicable

Planning Considerations

This application is a legal determination and requires the Council to consider whether the proposal falls within the parameters of permitted development under Class A of Schedule 2, Part 1 of the General Permitted Development Order 1995 (as amended).

Planning History

Planning permission was refused under ref. 11/03348 for a part one/two storey side and rear extension. The refusal grounds related to inadequate side space provision and its adviser impact on the Petts Wood Area of Special Residential Character, contrary to Policies BE1 and H10 of the Unitary Development Plan. The proposal was subsequently dismissed on appeal.

Planning permission was refused under ref. 12/02038 for a part one/two storey front/side and rear extension. The refusal grounds stated that the proposal would erode the space between the buildings and would result in a detrimental impact on the character, rhythm and spatial standards of the streetscene and this part of the Petts Wood Area of Special Residential Character. This application was also subsequently dismissed on appeal, with the Inspector raising similar concerns.

Planning permission was refused under ref. 13/02272 for a single storey front/side and rear and first floor rear extension, roof alterations to incorporate rear dormer extension. This was refused on similar grounds as the 2012 application. However, the application was subsequently part allowed and part dismissed at appeal. The Inspector rejected the ground floor side section of the proposal. The proposal was allowed so far as it related to the single storey rear and first floor rear extension and roof alterations to incorporate rear dormer extension.

Most recently, under ref. 14/00698 a proposed single storey side extension was refused by the Council on the basis that the proposal, by reason of its design and siting, would erode the space between the buildings and would result in a detrimental impact on the character, rhythm and spatial standards of the streetscene and this part of the Petts Wood Area of Special Residential Character. The proposal was subsequently dismissed at appeal.

Conclusions

Class A permits the enlargement, improvement or other alteration of a dwellinghouse. In this instance, the proposed single storey side extension would fall within the scope of Class A and is considered to be permitted development for the following reasons:

- The extension will not exceed 50% of the total curtilage of the original house
- The height of extension will not exceed the height of the highest part of the dwellinghouse and the height of the eaves would not exceed those of the original house
- The proposal would not extend beyond a wall that fronts a highway AND forms the principal or side elevation of the original house
- The extension is within 2m of a boundary and the eaves height will not exceed 3.0m
- The extension would not exceed 4m in height, would not have more than one storey, and will not have a width greater than half the width of the original dwellinghouse
- The proposal does not consist of or include a veranda, balcony or raised platform
- The proposal does not consist of or include the installation, alteration or replacement of a microwave antenna
- The proposal does not consist of or include an alteration to any part of the roof of the dwellinghouse.
- The materials proposed for the exterior will be similar in appearance to those used in the construction of the original house.

- The proposal does not consist of or include the installation, alteration or replacement of a chimney, flue or soil and vent pipe

Whilst the planning merits of the proposal have previously been considered and deemed to have been unacceptable, given that the applicant has submitted this proposal as a Lawful Development Certificate, the Council is obliged to consider this scheme solely on the basis of its legal merits, in terms of its compliance with the terms of the GPDO. On this basis, the proposal is considered to constitute permitted development.

Background papers referred to during production of this report comprise all correspondence on the files refs. 11/03348, 12/02038, 13/02272, 14/00698 and 14/03469 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: CERTIFICATE BE GRANTED

- 1 The proposed development is permitted by virtue of Class A, Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended).

Application: 14/03469/PLUD

Address: 27 West Way Petts Wood Orpington BR5 1LN

Proposal: Single storey side extension
CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT



"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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