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DATE: 10 February 2015

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 19 FEBRUARY 2015 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://cds.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 18 DECEMBER 2014**
(Pages 1 - 12)
- 4 PLANNING APPLICATIONS**

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

Report No.	Ward	Page No.	Application Number and Address
4.1	Penge and Cator	13 - 22	(14/05042/VAR) - Land Rear of 190 to 200 Kings Hall Road, Beckenham

SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Farnborough and Crofton	23 - 30	(14/03509/FULL1) - 132 Crofton Road, Orpington
4.3	Chislehurst Conservation Area	31 - 40	(14/03754/VAR) - Darul Uloom, Foxbury Avenue, Chislehurst
4.4	Plaistow and Sundridge	41 - 44	(14/04112/FULL1) - Sundridge Park Management Centre Ltd, Plaistow Lane, Bromley
4.5	Bromley Town	45 - 58	(14/04139/FULL1) - Sunset Hill, Hillbrow Road, Bromley
4.6	Penge and Cator	59 - 68	(14/04144/OUT) - 20 Snowdown Close, Penge
4.7	Copers Cope	69 - 80	(14/04473/FULL1) - St Christopher's School, 49 Bromley Road, Beckenham
4.8	Shortlands	81 - 86	(14/04487/FULL6) - 14 Pickhurst Park, Bromley

4.9	Kelsey and Eden Park	87 - 92	(14/04503/FULL1) - 35-37 Upper Elmers End Road, Beckenham
4.10	Bickley Conservation Area	93 - 104	(14/04512/OUT) - 6 Woodlands Road, Bickley
4.11	Bromley Town	105 - 110	(14/04528/PLUD) - 17 Cameron Road, Bromley
4.12	Penge and Cator	111 - 116	(14/04590/VAR) - 45 Oakfield Road, Penge
4.13	Penge and Cator	117 - 122	(14/04615/FULL2) - 20 Snowdown Close, Penge
4.14	Bromley Common and Keston Conservation Area	123 - 126	(14/04862/FULL1) - 33 Oakley Road, Bromley

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

Report No.	Ward	Page No.	Application Number and Address
4.15	Bromley Common and Keston Conservation Area	127 - 136	(14/03351/FULL6) - 17 Forest Ridge, Keston
4.16	Petts Wood and Knoll	137 - 144	(14/03469/PLUD) - 27 West Way, Petts Wood
4.17	Bromley Common and Keston	145 - 148	(14/04450/FULL6) - 5 Cheyne Close, Bromley
4.18	Bickley	149 - 154	(14/04851/FULL1) - Lauriston House Nursing Home, Bickley Park Road, Bickley

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

Report No.	Ward	Page No.	Application Number and Address
4.19	Chislehurst Conservation Area	155 - 160	(14/03970/FULL6) - Ways End, Wilderness Road, Chislehurst

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 18 December 2014

Present:

Councillor Katy Boughey (Chairman)
Councillor Douglas Auld (Vice-Chairman)
Councillors Nicholas Bennett J.P., Kevin Brooks, Ellie Harmer,
William Huntington-Thresher, Charles Joel and Alexa Michael

Also Present:

Councillors Catherine Rideout, Michael Rutherford and
Colin Smith

18 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Teresa Ball.

19 DECLARATIONS OF INTEREST

There were no declarations of interest reported.

20 CONFIRMATION OF MINUTES OF MEETING HELD ON 23 OCTOBER 2014

RESOLVED that the Minutes of the meeting held on 23 October 2014 be confirmed.

21 PLANNING APPLICATIONS

SECTION 2

(Applications meriting special consideration)

21.1 CRAY VALLEY WEST

**(14/00820/OUT) - Grays Farm Production Village,
Grays Farm Road, Orpington.**

Description of application – Demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in roof and 45 two storey houses (some with accommodation in roof) with access road and car parking.

Members having considered the report and objections, **RESOLVED** that **PERMISSION BE GRANTED, SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT FOR A PAYMENT IN LIEU OF AFFORDABLE HOUSING,** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner.

**21.2
ORPINGTON**

(14/02763/FULL6) - 90 Spur Road, Orpington.

Description of application – Single storey front/side/rear extension (amendment to permission granted under ref 12/03297) RETROSPECTIVE APPLICATION.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member, Councillor William Huntington-Thresher, were received at the meeting.

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

“2. 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 visual and residential amenities of the area.”

**21.3
BROMLEY COMMON AND
KESTON**

(14/03554/FULL1) - Elmfield Lodge, Rookery Lane, Bromley.

Description of application – Demolition of existing outbuildings and erection of two storey side extension to provide two storey dwelling.

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.

**21.4
ORPINGTON**

(14/03814/FULL6) - 74 Avalon Road, Orpington.

Description of application - Two storey side and single storey rear extensions and pitched roof to front.

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

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

**21.5
SHORTLANDS**

(14/04076/FULL6) - 90 Malmaison Way, Beckenham.

Description of application – First floor front/side/rear extension.

The Chief Planner's representative referred to a fax dated 16 December 2014 from the Applicant's Agent. The applicant had requested that this item be withdrawn from the agenda until a Daylight and Sunlight report was available. Members were of the opinion that the Applicant had been given sufficient time to supply this information.

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.

**21.6
PETTS WOOD AND KNOLL**

(14/04294/FULL6) - 6 Great Thrift, Petts Wood.

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

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.

**21.7
BROMLEY TOWN
CONSERVATION AREA**

(14/04315/FULL1) - 4-5 Market Square, Bromley.

Description of application - Change of Use from retail (Class A1) to restaurant (Class A3) and installation of kitchen extract/intake equipment and associated ductwork at rear.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor Michael Rutherford, in support of the application were received at the meeting. Comments from Environmental Health were reported.

Members having considered the report and representations, **RESOLVED that PERMISSION be GRANTED** 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 use shall not take place other than between the hours of 09:00-23:00, Mondays - Wednesday; 09:00-24:00 Thursday, Friday and Saturday; or 10:00-22:30 Sundays and Bank Holidays.

REASON: In order to comply with policy BE1 of the Unitary Development Plan and in the interests of the amenities of the area

3. Detailed plans of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate fumes and odours (and incorporating activated carbon filters where necessary) shall be submitted to the Local Planning Authority for approval; after the system has been approved in writing by the Authority, it shall be implemented in accordance with the approved details before the use hereby permitted first commences and shall thereafter be permanently retained in an efficient working manner.

REASON: In order to comply with Policies BE1, S9 and ER9 of the Unitary Development Plan and Policies 7.14 and 7.15 of the London Plan and in the interest of the visual and residential amenities of the area.

4. At any time the combined noise level from all air conditioning plant at this site in terms of dB(A) shall be 10 decibels below the relevant minimum background noise level, LA90(15mins) measured at any noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA. Thus if the predicted noise level is 40dB(A) from the plant alone and the plant has a tonal nature, the 40dB(A) shall be increased to 45dB(A) for comparison with the background level. The L90 spectra can be used to help determine whether the plant will be perceived as tonal.

REASON: In order to comply with Policies BE1, S9 and ER9 of the Unitary Development Plan and Policies 7.14 and 7.15 of the London Plan and in the interest of the visual and residential amenities of the area.

5. A scheme of sound insulation for protecting the first floor residential use from activities in the ground floor A3 premises shall be submitted to the Local Planning Authority for approval prior to the use commencing.

Once approved the scheme shall be implemented in full and permanently maintained thereafter.

REASON: In order to comply with Policies BE1 and S9 of the Unitary Development Plan and Policy 7.15 of the

London Plan and in the interest of the residential amenities of the area.

6. 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 visual and residential amenities of the area.

INFORMATIVE 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

INFORMATIVE 2: Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 020 8507 4321 or on the Water UK website at www.water.org.uk"

SECTION 3

(Applications recommended for permission, approval or consent)

**21.8
BICKLEY**

(14/01570/PLUD) - 11 Mavelstone Close, Bromley.

Description of application – Single storey rear extension and detached single storey building containing hydrotherapy pool, therapy and treatment rooms for use in connection with the main dwelling house (CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE/DEVELOPMENT).

REPLACEMENT REPORT

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member, Councillor Colin Smith, were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that a CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE/DEVELOPMENT be GRANTED** as recommended, subject to the condition set out in the report of the Chief Planner.

**21.9
DARWIN**

(14/03037/FULL6) - 129 Cudham Lane North, Orpington.

Description of application – Single storey side extension and conversion of garage to habitable accommodation.

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.

**21.10
BROMLEY TOWN**

(14/03278/FULL1) - Blyth Wood Park, 20 Blyth Road, Bromley.

Description of application – Fence and gates fronting Bracken Hill Lane
PART RETROSPECTIVE.

THIS REPORT WAS WITHDRAWN BY THE CHIEF PLANNER.

**21.11
BIGGIN HILL**

(14/03338/FULL2) - 16-18 Rosehill Road, Biggin Hill.

Description of application – Change of Use application from Class D2 (Fitness Centre / Gym) to Class A1 (Retail Use).

Oral representations in objection to the application were received at the meeting. Comments from Ward Councillors Melanie Stevens and Julian Benington in objection to the application were reported. It was also reported that a petition had been received with over three hundred signatories in objection to the application and an email had also been received from the Applicant's Agents in support of the application.

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

1. The proposal would result in the unacceptable loss of a community facility contrary to Policy C1 of the Unitary Development Plan and the related Section 8 (in particular paragraph 70) of the National Planning Policy Framework.

**21.12
BROMLEY TOWN**

(14/03400/FULL1) - Blyth Wood Park, 20 Blyth Road, Bromley.

Description of application – Change of use of ground and first floor from sports hall (Use Class D2) to C3 incorporating the existing residential unit in the roof space to form a single 4 bedroom dwelling and new vehicular access on to Bracken Hill Lane.

THIS REPORT WAS WITHDRAWN BY THE CHIEF PLANNER.

**21.13
BROMLEY COMMON AND
KESTON**

(14/03540/FULL6) - 51 Lakes Road, Keston.

Description of application – First floor front extension, part two storey/first floor front/side extension, single storey rear extension, alterations to roof and replacement porch canopy.

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.

**21.14
WEST WICKHAM**

(14/03700/FULL6) - 294 Pickhurst Rise, West Wickham.

Description of application – Part one/two storey rear extension with steps and garden terrace, formation of vehicular access and hardstanding.

Oral representations in support of the application were received at the meeting. It was reported that further objections to the application had been received. 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.

**21.15
PETTS WOOD AND KNOLL
CONSERVATION AREA**

(14/03822/FULL1) - 7A Station Square, Petts Wood.

Description of application – Conversion of upper floor maisonette to form 1 two bedroom and 1 one bedroom flats and rooflights at rear.

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.

**21.16
PENGE AND CATOR**

(14/03865/MATAMD) - 14 Anerley Station Road, Penge.

Description of application – Minor material amendment to ref. 14/00957 (Refurbishment and part change of use of existing Class B8/sui generis cash and carry to Class B8/A1 use with alterations site layout and associated works) to create mezzanine floor area.

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

**21.17
BICKLEY**

(14/04097/FULL1) - Holly Rigg, Woodlands Road, Bickley.

Description of application – Proposed demolition of 2 no. dwellings and erection of 4 no. 4 bedroom dwellings and additional guest suite and associated landscaping.

Oral representations in support of the application were received at the meeting. Oral representations from Ward Member, Councillor Catherine Rideout in objection to the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with amendments to Conditions 18 and

19 and the addition of two further conditions to read:-

“18. No development shall commence until a pre-construction tree works schedule is submitted to and approved in writing by the Council. Once approved the works schedule shall be undertaken in accordance with British Standard BS 3998 2010, and prior to the implementation of tree protection measures as detailed in the Tree Protection Plan.

REASON: To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

19. No development shall commence until an arboricultural method statement and tree protection plan is submitted to and approved in writing by the Local Planning Authority. The details shall include means of protective fencing and ground protection measures for trees effected by the development both within the application site as well as adjoining the site, and will specify information relating to foundation design and construction including an appropriately scaled survey plan showing the positions of trees affected by the proposed buildings, cross sectional drawings describing the depth and width of footings and hardstanding 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.

REASON: To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

20. 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.

21. Notwithstanding the submitted plans, cross sections of the proposed and existing site levels to the external areas and the boundaries 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 and land stability.”

21.18
CHISLEHURST

**(14/04167/FULL3) - 1-3 White Horse Hill,
Chislehurst.**

Description of application - Three storey side and rear extension, second floor extension incorporating first floor roof terrace; alteration and enlargement of existing roof incorporating side and rear dormers, together with roof terrace; and conversion of first and second floors from office and residential use to eight flats (comprising four 2-bedroom and four 1-bedroom units).

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

“12. 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.

13. Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

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

14. Before commencement of the use of the development hereby permitted the service yard and

turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use at all times and no development whether permitted by the Town & Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out in the service yard or in such a position as to preclude vehicular access to or manoeuvring in the said yard.

REASON: Development without adequate servicing facilities is likely to lead to vehicle manoeuvres inconvenient to other road users and be detrimental to the free flow of traffic and conditions of safety in the highway and would not comply with Policy T17 of the Unitary Development Plan.

15. Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

REASON: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

16. Details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

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.

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

with the approved details and shall be retained permanently thereafter.

REASON: To ensure a satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.

INFORMATIVE: 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.”

22 CONTRAVENTIONS AND OTHER ISSUES

**23
DARWIN**

**(DRR14/112) - Land at Keston Court Farm,
Blackness Lane, Keston.**

Members having considered the report, **RESOLVED that AUTHORITY TO ENTER THE SITE TO FACILITATE THE REMOVAL AND DISPOSAL OF THE CARAVAN** and a **CHARGE TO BE PLACED ON THE LAND** be **GRANTED** as recommended in the report of the Chief Planner.

**23.1
CHELSFIELD AND PRATTS
BOTTOM**

(DRR14/113) - 29 Waring Drive, Orpington.

Members having considered the report, **RESOLVED that AUTHORITY TO ENTER THE SITE TO CARRY OUT THE REPAIRS TO THE FRONT ELEVATION AND ROOF AREA** and to **TIDY THE FRONT GARDEN OF OVERGROWN VEGETATION** and a **CHARGE TO BE PLACED ON THE LAND** be **GRANTED** as recommended in the report of the Chief Planner and for the **CHIEF PLANNER** to **ISSUE THE DECISION WHEN APPROPRIATE.**

The meeting ended at 9.00 pm

Chairman

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

Application No : 14/05042/VAR

Ward:
Penge And Cator

Address : Land Rear Of 190 To 200 Kings Hall
Road Beckenham

OS Grid Ref: E: 536697 N: 170282

Applicant : Mr Paul Symonds

Objections : YES

Description of Development:

Variation conditions 2,7,8,12 and 15 of application 12/02798 for extension to existing car park to provide an additional 64 car parking spaces and associated landscaping (amended layout plan and drainage system with 67 spaces).

Key designations:

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

Proposal

Members will recall that planning permission was granted for an extension to the existing car park under application ref. 12/02798.

The suitability of this car park extension was established at Planning Committee on 7th February 2014. Council Officers in the Highways Division have devised an improvement to the design that will reduce the loss of green space and increase the distance of moving vehicles from nearby properties. Accordingly, this application effectively seeks an amendment of the previous permission. The plans now indicate 67 spaces.

This variation is required given the change of drainage system originally proposed as part of the planning application. The proposed swale drainage system has a number of additional benefits over and above the original proposal to install a soakaway drainage system. At this particular location, the water table is high and soakaways are not therefore always proven to work. Both the original soakaway and the proposed swale are considered Sustainable Urban Drainage systems (SUDs). The alternative swale system offers the following benefits:

- easy to incorporate in to landscaping
- better removal of urban pollutants than SUDS

- reduced run off rates and volumes
- maintenance incorporated in to general land management
- reduced impermeable surface
- less intrusion / greater distance of cars from neighbouring property gardens
- minimises loss of green space.

As part of this application, an updated layout plan (drawing no. 11127-02 Rev C) for the car park has been included showing the revised drainage system (incorporating additional landscaping) which has been approved by the Council's Drainage Advisor.

The plan also illustrates the proposed acoustic boundary fence to meet the requirements of condition 16, along with the necessary detail for condition 17 in respect of the electric vehicle charge points.

Drawing no. 11127-05 Rev A shows the parking layout and provides further detail of the swale drainage system proposed, along with the technical specification of the lighting columns as required under condition 14.

Based on the proposal to implement a swale drainage system rather than that of a soakaway system, the need for an oil-water interceptor is no longer required as originally required in condition 12. The swale drainage system also negates the need for the use of permeable surfaces as per condition 15 given that any run-off will go into the swale, reducing the ongoing maintenance burden of the scheme. The swale drainage system will also ensure that water will drain naturally and will not discharge onto the highway or into nearby gardens.

The Council's Arboricultural Officer has approved the landscaping details of the scheme as required for condition 2, and will further approve the construction methods and oversee the construction work to ensure protection of existing trees. Crime prevention proposals have been presented to the Police who have endorsed the design and will be approving the measures implemented prior to first use, in line with condition 11. The detail of these preventative measures are as follows:

Access and movement - One main entrance in Lennard Road for both cars and pedestrian movements. There is no possible change to access as it is completely land locked, the railway line being one side. Thus this reduces escape routes on foot for criminals. Pedestrians can walk directly to the station and platforms from the car park. They might also park here for the nearby schools and parks or Kent House rail station. Access is aided by good lighting.

Structure - There is one main use, that of car parking. Thus that is its function. The current car park is heavily used and we expect the extended part should also be well used. There is good visibility though the existing and new car park.

There is high demand around this station for parking. There is the secondary use of parking for short periods for pick up. This adds to surveillance in between the peak periods for commuter vehicle movements.

Surveillance

In line with the Council's current policy, we are not including CCTV at this stage, however there will be more people passing through the car park as there are more spaces thus more car movements. The Council's Civil Enforcement Officers will also make regular checks on the car park. The entrance is overlooked from Lennard Road and also the rail station. There is a nearby cycle route from the station underpass (which is adjacent to the car park). Thus there are passing walkers and cyclists throughout the day.

Ownership - most people act with a degree of observation when entering or existing. There will be good quality lighting throughout the new facility.

Physical protection - There is fencing around the site, with access from one side, along with new good lighting. Pyrocanthus planting along the boundaries will discourage trespass onto adjoining properties.

Activity - Enforcement officers will visit regularly and report any suspicious activity of course. Car park users are also encouraged to report any suspicious activity.

Management and maintenance - The existing facility is managed by our contractor, who is responsible for maintenance including removal of flytipping. The new facility will be added to this contract with clear performance requirements for responding to maintenance issues.

In accordance with condition 13, the Council will prepare and submit a remedial strategy should any contamination of land be discovered upon starting ground works, setting out how any contamination will be dealt with.

Location

The application site would be accessed via the existing commuter car park which leads onto Lennard Road in close proximity to the junction with Kings Hall Road. The application site is currently undeveloped and backs onto the rear gardens of Nos. 190 - 200 Kings Hall Road and Nos. 5 - 8 Bridgelands Close. To the west of the site is a railway line operated by Network Rail.

Comments from Local Residents

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

- plenty of parking locally
- result in a dead Zone/ criminal activity
- congest and pollute
- impact on small garden
- lack of mature landscaping
- impact of lighting
- car park hardly ever full

Any additional comments will be reported verbally.

Comments from Consultees

The Metropolitan Police have no comments to make.

The Environment Agency raises no objections

Network Rail has no further observations.

Thames Water has no comments.

Highways Drainage advise the submitted information including Proposed Car Park Layout Plan DRG No. 11127-02 Rev C dated 12/09/2012 and the Swale Drainage cross section DRG No. 11127-05 Rev A dated 22/05/2014 to provide 188m³ of Swale storage capacity are acceptable and recommend the discharge of condition 7 & 8. Oil interceptor is not needed in this instance because the swale will filter the pollutant particles preventing it to percolate the subsoil. Condition 12 is satisfied. There is no need for the vehicle hardstanding and access drives to be formed of permeable surfaces because surface water will eventually discharge to the proposed Swale. Condition 15 is satisfied.

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

Supplementary Planning Guidance (SPG) 1 General Design Principles

London Plan:

2.8 Outer London: Transport
5.12 Flood Risk Management
5.13 Sustainable Drainage
6.13 Parking
7.3 Designing out crime
7.13 Safety, Security and Resilience to Emergency
7.14 Improving Air Quality
7.15 Reducing Noise and Enhancing Soundscapes
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodlands

The National Planning Policy Framework is also a key consideration in the determination of this application

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. It should be noted that Planning permission was granted under application ref.14/05042.

This application is effectively an amendment to that scheme and seek to improve the relationship with local residents by increasing the amount of soft areas and increasing the separation.

Given its location to the rear of an existing car park and residential gardens the application site is not highly visible in the streetscene. There are a number of mature trees located on the site which add to the visual amenities of the area and as previously the proposal is not considered to result in an unduly harmful impact upon the character of the area.

To the east of the site is a railway line resulting in a considerable separation between the application site and residential properties along Copers Cope Road and as such this application shall be primarily concerned as to the implications on the residential amenities of Nos. 188- 200 Kings Hall Road, No. 207 Lennard Road and Nos. 5 - 8 Bridgelands Close.

Nos. 188- 200 Kings Hall have rear gardens of a considerable depth of approximately 36m and although the outlook of these properties will be altered given the considerable distance which would be retained between the rear elevations of these properties to the application site this is not considered to result in a significant detrimental impact on the residential amenities of these properties.

Concerns were previously raised by neighbouring properties in relation to drainage at the application site. The new proposal incorporates a large grassed area/ swale which will help these issues. The Councils drainage advice considers this to be acceptable.

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

Background papers referred to during production of this report comprise all correspondence on files refs. 12/02798 and 14/05042, excluding exempt information.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than 12th February 2017.
ACA01R A01 Reason 3 years
- 2 ACA05 Landscaping scheme - implementation
ACA05R Reason A05

3 No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

4 No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

5 There shall be no excavation works beneath the canopy of any trees shown to be retained on the submitted plan. The drive and car parking spaces shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out using a "no-dig" method of work and according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

6 ACD01 Surface water drainage - implementation
ADD01R Reason D01

7 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.

8 The development hereby permitted includes measures to minimise the risk of crime submitted and approved by the Local Planning Authority (in relation to application ref. 12/05042) should be implemented before any part of the development hereby permitted is first occupied and permanently retained thereafter.

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

9 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved and reported to the satisfaction of the Local Planning Authority.

Reason: There is the potential for unexpected contamination to be identified during groundworks. The Environment Agency should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

10 The details of external illumination submitted and approved by the Local Planning Authority (in relation to application ref. 12/05042) should be implemented before any part of the development hereby permitted is first used and permanently retained thereafter.

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

11 Details of the boundary fencing submitted and approved by the Local Planning Authority (in relation to application ref. 12/05042) should be implemented before any part of the development hereby permitted is first used and permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to ensure a satisfactory standard of residential amenity.

12 A minimum of two fixed charging points with dedicated spaces shall be provided for electric vehicles. Details of the power supply and charging points shall be submitted to the Local Planning Authority for approval prior to the use commencing and shall be maintained as approved and in full working order thereafter. Provision of electric charging points shall be increased in future in line with demand for the facility at this location.

Reason: To minimise the Nitrogen oxide emissions in the area which is designated as an Air Quality Management Area, in line with the NPPF and Policy 7.14 of the London Plan.

INFORMATIVE(S)

1 If the applicant (and any future resident) needs to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

2 Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

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 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.
- 5 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.
- 6 Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.
- 7 Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

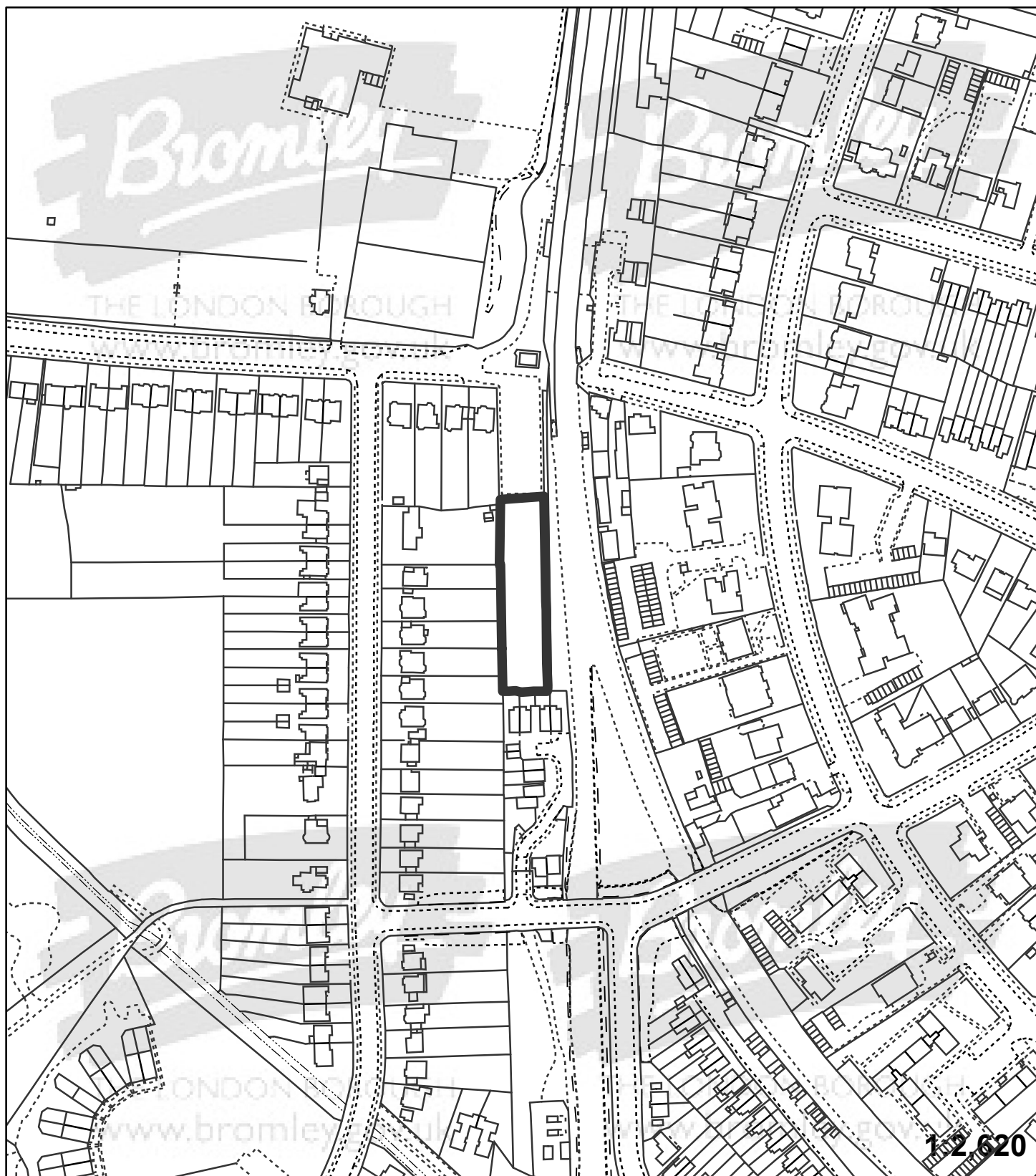
Not Permitted: Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

- 8 In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.
- 9 Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting prior to the installation of lighting on the site.
- 10 The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space.

Application:14/05042/VAR

Address: Land Rear Of 190 To 200 Kings Hall Road Beckenham

Proposal: Variation conditions 2,7,8,12 and 15 of application 12/02798 for extension to existing car park to provide an additional 64 car parking spaces and associated landscaping (amended layout plan and drainage system with 67 spaces).



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

SECTION '2' – Applications meriting special consideration

Application No : 14/03509/FULL1

Ward:
Farnborough And Crofton

Address : 132 Crofton Road Orpington BR6 8JD

OS Grid Ref: E: 544562 N: 165881

Applicant : Mr & Mrs Lynch

Objections : YES

Description of Development:

Alteration, extension and conversion of existing dwellinghouse to form 4 two bedroom flats and the construction of a pair of semi-detached houses, together with the formation of private and communal gardens, the construction of bin and cycle stores and closing the existing vehicular access from Crofton Road.

Key designations:

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

Proposal

It is proposed to demolish the detached garage adjacent to Crofton Lane along with a single storey side extension to the property, construct part two storey/first floor extensions to the property, and convert it into 4 two bedroom flats.

It is also proposed to construct 2 two storey 3 bedroom semi-detached dwellings in the south-western corner of the site which would front onto Crofton Road.

The existing vehicular access from Crofton Road would be stopped up, whilst the access from Crofton Lane would lead to 8 car parking spaces, one for each flat and 2 for each house.

Location

The site is triangular in shape, and lies in a prominent corner position at the mini-roundabout junction of Crofton Lane and Crofton Road. It measures 0.25ha and is currently occupied by a large detached chalet bungalow with a detached garage to the rear accessed from Crofton Lane. The site also has a vehicular access from Crofton Road which leads to parking at the front of the dwelling.

The surrounding area contains mostly two storey detached and semi-detached properties located within good-sized plots. The property lies on the northern side of Crofton Road, and addressed the road junction, whilst the north-western rear boundary abuts a public footpath which links Crofton Road and Crofton Lane, and separates the site from two bungalows to the rear at 1 Crofton Lane and 132a Crofton Road.

The site is surrounded by tall trees which largely screen the property from view.

Comments from Local Residents

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

- cramped overdevelopment of the site
- unacceptable backland development
- out of character with the surrounding area
- increased use of dangerous access onto Crofton Lane
- access is adjacent to a public footpath used regularly by schoolchildren - could cause accidents
- insufficient parking provision
- lack of adequate amenity space
- houses are too close to 132A Crofton Road
- general disturbance during building works
- loss of light to No.132A Crofton Road and increased noise disturbance from future occupiers
- loss of privacy, daylight and outlook from neighbouring properties
- loss of conifer trees adjacent to the footpath
- would set a precedent for flatted developments
- previous applications for residential developments were refused.

Comments from Consultees

The Council's Highway Engineer considers the parking layout and number of spaces provided to be adequate, and the applicant has demonstrated (by the submission of a swept path analysis) that there would be adequate room on site for cars to enter and exit in forward gear.

The use of the existing access from Crofton Lane to serve the development along with the stopping up of the access from Crofton Road is considered to be the preferred option from a highway point of view, and the Crofton Lane access has good visibility to the left. The required sightline to the right could be achieved by a slight adjustment to the existing fenceline (which a previous Appeal Inspector agreed with for an earlier scheme), and a sightline condition can be imposed to meet this requirement.

A public footpath lies adjacent to the site, although it is unlikely to be affected by the development. Due to its close proximity, pedestrians using the route must be

safeguarded, and it must not be damaged or obstructed either during or as a result of the development.

There are no drainage or environmental health objections to the proposals, and the Crime Prevention Officer has suggested a "Secure by Design" condition.

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
NE7 Development and Trees

Planning History

Permission was refused in 2007 (ref.07/03870) for the demolition of the existing house and the erection of a part two/three storey building comprising 6 two bedroom and 2 one bedroom flats on grounds relating to overdevelopment, lack of amenity space, and loss of outlook from neighbouring properties.

An outline application submitted in 2008 for the demolition of the house and the erection of 1 detached and 4 semi-detached two storey dwellings (ref.08/02080) was withdrawn prior to determination.

Permission was refused in 2011 (ref.10/03474) for the demolition of the existing house and the erection of 3 four bedroom detached houses with integral garages and access onto Crofton Lane on grounds relating to the cramped overdevelopment of the site and the detrimental impact on highway safety resulting from increased vehicular movements to and from Crofton Lane. The appeal was later dismissed on grounds relating to the amount of site coverage, the harm to the character and appearance of the locality, and the loss of outlook to the bungalow at No.132A.

Permission was refused in 2012 (ref.12/00669) for the demolition of the existing house and the erection of 3 four bedroom detached houses on grounds relating to the cramped overdevelopment of the site, and the prominent siting of the dwellings which would be harmful to the visual amenities of the street scene. The appeal was dismissed in 2013 on grounds relating to the close proximity of the dwellings to Crofton Road and the resulting lack of available space for landscaping, the width of the built development along the Crofton Road frontage, and the prominent side elevations which would protrude forward in the street scene. Concerns were also raised about the small size of the gardens due to the large amount of hardstanding required for turning and parking.

Conclusions

The main issues in this case are the impact of the proposals on the character and appearance of the surrounding area, the amenities of neighbouring properties, parking and road safety, and important trees on the site.

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 24 dwellings per hectare with the table giving a suggested level of 35-95 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in an intensity of use of the site that would be slightly lower than the thresholds in the London Plan, however, they need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

In contrast with previous redevelopment schemes for the site, the current proposals are for the retention of the existing dwelling and its extension to form 4 flats, along with the provision of a pair of semi-detached dwellings in the garden area to the south-west of the dwelling.

The ridge height of the existing building would increase by a maximum of 2.5m (from 7m to 9.5m) in order to provide the first floor accommodation, although the north-eastern section adjacent to Crofton Lane would be slightly lower at 9.2m. The existing separation of 1.3-2.8m to the boundary with Crofton Lane would be retained, although the bin and cycle stores would be attached to this side. The extended building would have a slightly smaller footprint than at present due to the removal of a side utility room extension, and allows for the provision of good size private gardens for the two ground floor flats and a large communal area in the south-eastern corner of the site for the upper flats.

The new semi-detached dwellings would be set back 2.7-3m from the converted flats, and would each have 2 car parking spaces to the side. A previous Inspector raised concerns about the close proximity of dwellings to Crofton Road and the lack of space for landscaping, therefore the proposed dwellings have been set further back from the road frontage (approximately 5.6m), but they would still address Crofton Road, which a previous Inspector considered to be important in order to be in keeping with the prevailing pattern of development along the road. The roofline of the new dwellings would have a maximum height of 7.2m within the central section, reducing to 6.5m to each side, and sufficient amenity space would be provided for future occupiers.

Overall, the amount of site coverage with buildings and hard surfacing has been reduced in the current scheme, with large garden areas being provided adjacent to Crofton Road and Crofton Lane, whilst parking and turning areas would be largely restricted to the rear of the buildings adjacent to the public footpath. The proposals are not, therefore, considered to result in an overdevelopment of the site, and would not appear unduly prominent or cramped on this corner site, subject to the provision of a suitably landscaped setting.

With regard to the impact on residential amenity, the properties most directly affected by the proposals would be the bungalows at 1 Crofton Lane and 132A Crofton Road which are set at a slightly lower level than the application site.

In relation to 1 Crofton Lane which is situated to the north of the site, the flatted development would be higher than the existing building, but would not come any closer to the north-western boundary (a separation of at least 8.5m). There are currently three first floor windows in the existing building which face this property which is approximately 17m away, and the proposals show five first floor windows in this elevation, two of which would be to bathrooms. Some overlooking may occur from these windows, but it is proposed to supplement the landscaping along the boundary with the public footpath with a tree screen which would lessen the impact on outlook from the adjacent properties. Given the distance between the properties, the proposals are not considered to unduly affect the amenities of residents at 1 Crofton Lane.

With regard to 132A Crofton Road which is located to the north-west of the site, the proposed new dwellings would be located 4m from the boundary with the public footpath at their nearest point (which improves on the 2.5m previously proposed under ref.12/00669 to which the Inspector raised concerns), and at least 12m from the bungalow at 132A. The roofline of the dwellings would not exceed 7.2m, and the first floor bedroom windows in the western and northern elevations would have only oblique views of the front of 132A. The proposals are not therefore, considered to result in undue loss of light, privacy or prospect to this property.

The proposals are considered acceptable from a parking and road safety point of view, subject to safeguarding conditions. The proposals would introduce an access drive and parking and turning areas into the north-western part of the site, but this would be separated from adjacent properties by the public footpath, therefore, this aspect of the proposals is not considered to cause significant harm to the amenities of neighbouring properties in terms of noise and disturbance.

The site is dominated by the presence of fast growing false cypresses, some of which are subject to an extant high hedge remedial notice, and the proposals would require many of these to be removed. It would be desirable to retain some of the more prominent trees, and these can be included within a high quality landscape design for the site which would relate more harmoniously with the junction and streetscape.

In conclusion, it is considered that the proposals have sufficiently overcome previous reasons for refusal, including concerns raised by Inspectors on appeal, and that they constitute an acceptable form of development on the site which would sufficiently protect the amenities of neighbouring properties, and would not appear cramped nor out of keeping with the surrounding area.

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

as amended by documents received on 28.01.2015 30.01.2015

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 | ACB01 | Trees to be retained during building op. | | | | |
| | ACB01R | Reason B01 | | | | |
| 5 | ACB02 | Trees - protective fencing | | | | |
| | ACB02R | Reason B02 | | | | |
| 6 | ACB03 | Trees - no bonfires | | | | |
| | ACB03R | Reason B03 | | | | |
| 7 | ACB04 | Trees - no trenches, pipelines or drains | | | | |
| | ACB04R | Reason B04 | | | | |
| 8 | ACC01 | Satisfactory materials (ext'n'l surfaces) | | | | |
| | ACC01R | Reason C01 | | | | |
| 9 | ACD02 | Surface water drainage - no det. submitt | | | | |
| | AED02R | Reason D02 | | | | |
| 10 | ACD04 | Foul water drainage - no details submitt | | | | |
| | ADD04R | Reason D04 | | | | |
| 11 | ACH03 | Satisfactory parking - full application | | | | |
| | ACH03R | Reason H03 | | | | |
| 12 | ACH10 | Provision of sight line (3 inserts) 2.4m x 41m south- | | | | |
| | eastwards | the access 1m | | | | |
| | ACH10R | Reason H10 | | | | |
| 13 | ACH16 | Hardstanding for wash-down facilities | | | | |
| | ACH16R | Reason H16 | | | | |
| 14 | ACH29 | Construction Management Plan | | | | |
| | ACH29R | Reason H29 | | | | |
| 15 | ACH32 | Highway Drainage | | | | |
| | ADH32R | Reason H32 | | | | |
| 16 | ACI02 | Rest of "pd" Rights - Class A, B,C and E | | | | |
| | ACI03R | Reason I03 | | | | |
| 17 | ACI13 | No windows (2 inserts) first floor south-western flank | | | | |
| | flatted development | | | | | |
| | ACI13R | I13 reason (1 insert) BE1 | | | | |
| 18 | ACI17 | No additional windows (2 inserts) first floor flats and | | | | |
| | dwelling | | | | | |
| | ACI17R | I17 reason (1 insert) BE1 | | | | |
| 19 | ACI21 | Secured By Design | | | | |
| | ACI21R | I21 reason | | | | |
| 20 | ACK01 | Compliance with submitted plan | | | | |
| | ACK05R | K05 reason | | | | |
| 21 | ACK05 | Slab levels - no details submitted | | | | |
| | ACK05R | K05 reason | | | | |

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

Application:14/03509/FULL1

Address: 132 Crofton Road Orpington BR6 8JD

Proposal: Alteration, extension and conversion of existing dwellinghouse to form 4 two bedroom flats and the construction of a pair of semi-detached houses, together with the formation of private and communal gardens, the construction of bin and cycle stores and closing the existing



1:2,120

"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 : 14/03754/VAR

Ward:
Chislehurst

Address : Darul Uloom Foxbury Avenue
Chislehurst BR7 6SD

OS Grid Ref: E: 544816 N: 170704

Applicant : Mr Mufti Mustafa

Objections : YES

Description of Development:

Variation of condition 5 of permission reference 03/02501 to increase the number of pupils from 155 to 225

Key designations:

Conservation Area: Chislehurst
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
London City Airport Safeguarding Birds
Sites of Interest for Nat. Conservation

Proposal

The proposal is to vary Condition 5 of planning permission ref. 03/02501 which granted planning permission for the erection of a single storey building to provide classrooms laboratories, library and multi-purpose music hall.

Condition 5 states that the number of pupils attending the school shall not exceed 155 at any one time and no more than 15 pupils shall be over 17 years of age. This application would increase the number of pupils from 155 to 225, with up to 25 pupils being over 17 years of age.

Five additional members of staff will be required in association with the increase in pupil numbers.

The school has advised that following the completion of the 'academic block' in 2007 which included 19 classrooms, an ICT room, and Science room, the rooms that were previously used as classrooms have become available. The school considers that it has a responsibility to meet the needs of the Muslim community in terms of providing education, and to optimise the use of its resources by using empty rooms and managing the costs associated with the operation of the school appropriately.

The application material includes a floor plan that shows how the additional pupil numbers will be accommodated.

A Transport Statement has been submitted to accompany the application.

Location

Darul Uloom is an Institute of Higher Islamic Education and a secondary boarding school. All of the students at the school are borders.

The site is located at the junction between Foxbury Avenue and Perry Street. It is within the Chislehurst Conservation Area and forms part of the Green Belt.

Comments from Local Residents

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

- the reasons for the inclusion of Condition 5 on the original permission still stand and this was to ensure that the previous application to enlarge the buildings at the school would not be used to increase pupil numbers;
- new buildings will have to be built to house the additional pupils;
- previous application was a strategic step to make an application to increase pupil capacity;
- if the school increases its pupil numbers the conditions will deteriorate and it will not be long before a bigger school is required;
- new buildings will have to be built to house the additional boys;
- adequacy of parking, loading, turning, traffic generation, particularly on Fridays;
- excess traffic on Perry Street, where it meets Bromley Lane and the junction of Ashfield lane;
- Bull Lane/Royal Parade is already used inappropriately as a short cut and Holbrook Lane is already plagued with overflow car parking;
- increase in associated staff required and deliveries, further increasing congestion;
- increase in cooking smells particularly in summer months;
- noise and disturbance resulting from use and playing field;
- impact on Chislehurst Conservation Area;
- detrimental to the amenities of local residents;
- not adequate capacity spaces for local children, so inappropriate to provide school capacity for non-residents;
- increased pressure on doctors and dentists and local services;
- local services are struggling to keep up with demand;
- the facilities and infrastructure in Chislehurst are not sufficient to deal with the existing population;
- this is a further step to establishing a mosque and a large Islamic Centre on the site;
- school does not provide a service to local people;
- little integration between the local population and the school;

- buildings are an eyesore;
- the school is already flouting the spirit of the planning permission, every Friday large numbers of people travel in from different directions, by car and public transport to attend 'Friday Prayers' turning the new hall into a 'quasi-mosque', the nature of the Friday activities should be clarified as part of this application;
- the website 'mosquedirectory.co.uk' identifies the premises as 'Lewisham and Kent Islamic Centre (Chislehurst)' comprising of a Mosque with a capacity of 500. 130 rooms, dining hall, parking for 100 cars, and is described thus 'formerly school'
- concerns that any increase in numbers at the school would attract more unofficial visitors to Friday prayers and therefore aggravate an already serious Highways impact.
- the area has too many schools; Farringtons (opposite) St Nicholas C of E primary, Mead Road infants, Beaverwood and Coopers, all within walking distance of each other, concentrating so many schools in such a small area inevitably leads to congestion and parking problems particularly at school pick up time;
- education facilities within Chislehurst should be spread more evenly and not concentrated in such a small area, exacerbating the impact for residents;
- the Transport Statement has made a lot of assumptions and taken a very lenient view of the impact of increased student numbers on traffic. It has made assumptions and stated aspirations rather than facts;
- it is not clear that the existing number of pupils is in fact 155, even though that is the maximum number of pupils currently permitted. The last Ofsted Report (July 2104) states the number of pupils as being 131. If the school is unable to fill its existing maximum capacity of 155 then that raises a question over whether to raise the permitted number at all.
- one local objector has undertaken his own mini traffic survey and this has been forwarded to Highways for comment - any feedback will be reported verbally at the Committee meeting.

A petition with 24 signatures was also received against the proposal which reiterates many of the points already highlighted above.

The Chislehurst Society has objected to the application on the grounds that the proposal would represent an intensification of the use of the existing buildings and the surrounding open areas that are located in the Green Belt. As such it may be detrimental to the openness of the Green Belt, and be contrary to Policy G1. The increased number of pupils will also significantly affect the nature conservation interest/value of the site, contrary to Policy NE2. Should the Council decide to relax the condition the applicant should be required to enter into a legal undertaking not to use the increase in pupil numbers as a justification for further development on what is Green Belt Land.

Comments from Consultees

Education and Children's Services have advised that whilst the Department previously had significant concerns about the school's ability to manage an expansion in numbers owing to concerns from Her Majesty's Inspector of Schools

(HMCI) that the school was 'unsafe', the HMI has recently provided significant reassurances about the schools safety which are reflected in the recent Ofsted Report. The report also identifies some significant issues with regard to the school's built infrastructure which it needs to address in order to continue the very significant progress it would appear to be making.

The Government has removed the statutory guidance around school buildings, making it, in effect, a matter for the governors and/or trustees that the school is able to manage the curriculum within any constraints that the premises might offer.

The Director of Children's Services for the London Borough of Bromley has stated that he sees no reason to object to the further development of the school so that it might necessarily continue to improve the offer that it is able to make to the students who attend this school.

Highways - the Highways Department requested additional information in the form of a Transport Statement, existing and proposed car parking layout and Travel Plan. All of this information has been provided by the applicant and Highways has indicated that it is satisfied with the material submitted and has no objection to the proposal subject to conditions being imposed on any planning permission that is issued.

Environmental Health - No objection

Heritage and Design - No objection

The application was not considered by The Advisory Panel for Conservation Areas (APCA)

Planning Considerations

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

- T2 Assessment of Transport Effects
- T3 Parking
- T18 Road Safety
- G1 Green Belt
- BE11 Conservation Areas
- C7 Educational and Pre School Facilities

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

In strategic terms the most relevant London Plan policies are:

3.18 Education Facilities

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

Planning History

The site has a detailed planning history, but those applications of particular relevance to the application proposal are as follows:

Planning permission was granted in 2003 (ref. 03/02501) for the demolition of a single storey building and erection of a single storey building comprising classrooms, laboratories, library and multi-purpose hall.

A number of planning applications have been submitted relating to the enclosure of canopied walkways (refs. 05/03770 and 06/01853) and alterations to fenestration (ref. 06/00889).

Planning permission was granted in 2006 (ref. 06/02255) for the use of a boiler room as teaching accommodation with elevational alterations to provide windows and doors.

A previous application (ref. 09/03526) that is virtually identical to the current application (apart from the content of some of the supporting material) was submitted by the school in 2009, but not determined.

Conclusions

The main issues relating to the application are the effect that the proposal will have on the character of the surrounding area which is designated Green Belt and part of the Chislehurst Conservation Area, the impact that the proposal would have on the amenities of the occupants of surrounding residential properties and highways safety.

The proposal is to vary a condition that was imposed on planning permission ref. 03/02501 which granted permission for additional buildings at the school, with the result that the maximum number of pupils that attend the school may be increased from 155 to 225. No external alterations to the existing building are proposed as part of this application. In an email dated 28 November 2014 the school has confirmed that it will not be seeking any extensions to the existing buildings and that they will use the existing rooms and facilities in order to accommodate the proposed 225 students. The plan that was submitted as part of the application demonstrates how the additional pupils will be accommodated.

In terms of the capacity of the buildings to accommodate the additional pupils and the organisation of the internal accommodation, it is noted that the Director of Education and Children's Services has advised that the Government has removed any statutory guidance over school buildings so that the internal organisation of the accommodation at the school that may be required to accommodate any increase in pupil numbers is a matter for the governors and trustees of the school and not a matter over which the Local education Authority has any control.

In terms of the principle of the development, whilst the site is located in the Green Belt and the proposal will lead to a relatively modest intensification of the use of the site, this will be within the context of an existing operational school which has indicated that it has sufficient capacity to accommodate the additional pupil numbers without any additional development. Furthermore, as the school is a boarding school there are not the same daily trips and activity as with a day school. As such, the proposal is not considered to represent inappropriate development in the Green Belt or have any adverse impact on the openness or visual impact of the Green Belt.

Under Policy C7 (Educational and Pre-School Facilities), applications for new or extensions to existing educational establishments will be permitted provided that they are located so as to maximise access by means of transport other than the private car. There is therefore a presumption in favour of extensions to such facilities, subject to appropriate transport considerations. As the proposal is for an increase in the number of pupils at a boarding the trip generation of the proposal adopts a different pattern to that of a standard day school, this is also complicated by the fact that the school hosts 'Friday Prayers'. The transport implications of the day to day operation of the school is therefore key to understanding the impact of the proposal and this is considered in more detail below.

In terms of the character of the Conservation Area, as the proposal does not include any operational development, the issue for consideration in this case is whether the level of activity, traffic, parking services or noise generated by the proposal will detract from the character or appearance of the area, again this relates specifically to highways impacts and these are considered in more detail below.

In terms of transport effects, Policy T2 (Assessment of Transport Effects) requires that when considering developments that are likely to be significant generators of travel or with unusual travel characteristics (as could be considered in this case) the Council will request a Transport Assessment. A Transport Statement (TS) that has been prepared by the 'John Elliott Consultancy' been submitted to accompany the application.

In terms of additional trip generation, the TS indicates that the way that the school operates (the pupils are 100% boarders) already results in a very low overall impact compared with the state sector or many other private schools. The TS assesses the impact of the trips generated by staff and pupils at the school and that of 'Friday Prayers' when other Muslims join those at the school for prayers.

The TS suggests that the increase in pupil numbers could increase the Friday afternoon car numbers (every four weeks) from 95 to 138 cars. Five additional staff would be required 2 of which would be resident, so the additional highways impact of the remaining staff is considered to be minimal. It is considered that the numbers attending prayer meetings (on Fridays) at the School is unlikely to change.

The school is proposing to change the way that it operates (from January 2015) so that pupils will leave between 12.00 and 14.00 on Friday (every four weeks when the school closes and all of the pupils and staff go home) although it is accepted

that some will still leave later where parents cannot attend. The applicants have indicated that they consider that this measure will reduce any conflict with the evening peak on Fridays.

In order to better manage car parking within the site the school is proposing to re-design the layout of its car parking in association with this application and a plan showing the revised layout is can be seen at Figure 4 of the TS. 11 car parking spaces are available in the car park located to the front of the school (including 2 disabled spaces). 7 of these spaces will be for staff with two spaces for visitors. A further car park is located to the rear of the school that has the capacity to accommodate 60 spaces.

The Transport Statement concludes that there is considered to be little traffic impact from the school at present. The only period where there will be a significant, but not large, traffic impact is Friday evenings once every four weeks (when pupils and staff go home). As indicated above, to mitigate this potential impact the school has indicated that it will alter the way it operates (from January 2015) to concentrate the majority of the vehicular activity across the early afternoon period thereby reducing any conflict with the evening peaks. In conclusion, the consultants have confirmed that they see no traffic problems associated with the expansion of the school from 155 to 225 pupils.

The School has also agreed to update its Travel Plan to reflect the increase in pupil numbers if this application is granted.

In summary, to allow a full assessment of the impact of the increase in pupil numbers on transport issues, the Council's Highways Department requested additional information from the applicant in the form of a Transport Assessment, car parking, layout, and Travel Plan. The applicant has provided this information and committed to a revised Travel Plan, the additional material has been assessed by the Council's Highways team and is considered to be acceptable.

Having had regard to the above, it was considered that the proposal to increase the numbers of pupils at Darul Uloom from 155 to 225 will not be detrimental to the openness and visual amenities of the Green Belt or be detrimental to the character and appearance of the Chislehurst Conservation Area. The transport impacts of the proposal have been assessed and the Council's Highways Department has concluded that, following an analysis of the information contained in the TS, the highways impacts of the proposed increase in pupil numbers, in terms of trip generation and car parking can be suitably accommodated within the existing highways network, subject to certain conditions being imposed on any permission. The proposal is therefore considered to comply with all relevant planning policies.

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 15.01.2015

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years

- 2 ACK01 Compliance with submitted plan

Reason: In order to comply with Policies T3 and BE1 of the Unitary Development Plan and to ensure that adequate parking facilities are provided in association with this proposal.

- 3 The number of pupils attending the school shall not exceed 225 at any one time and no more than 25 pupils shall be aged over 17 years of age or older. The school shall only be used a boarding school and not accept day pupils.

Reason: To protect the amenity of adjoining residents and preserve the character of the Conservation Area, to ensure highway safety, and in order to comply with Policies G1, B11 and C7 of the adopted Unitary Development Plan.

- 4 The buildings permitted in connection with permission Ref:03/02501 shall continue to be used only in conjunction with the existing residential school for the purposes shown on drawing 03/14/AR03 and for no other purposes.

Reason: In order to comply with Policies G1, B11, T18 and C7 of the adopted Unitary Development Plan.

- 5 ACH03 Satisfactory parking - full application
ACH03R Reason H03

- 6 ACH04 Size of parking bays/garages
ACH04R Reason H04

- 7 ACH18 Refuse storage - no details submitted
ACH18R Reason H18

- 8 ACH22 Bicycle Parking
ACH22R Reason H22

- 9 ACH23 Lighting scheme for access/parking
ACH23R Reason H23

- 10 ACH28 Car park management
ACH28R Reason H28

- 11 ACH30 Travel Plan
ACH30R Reason H30

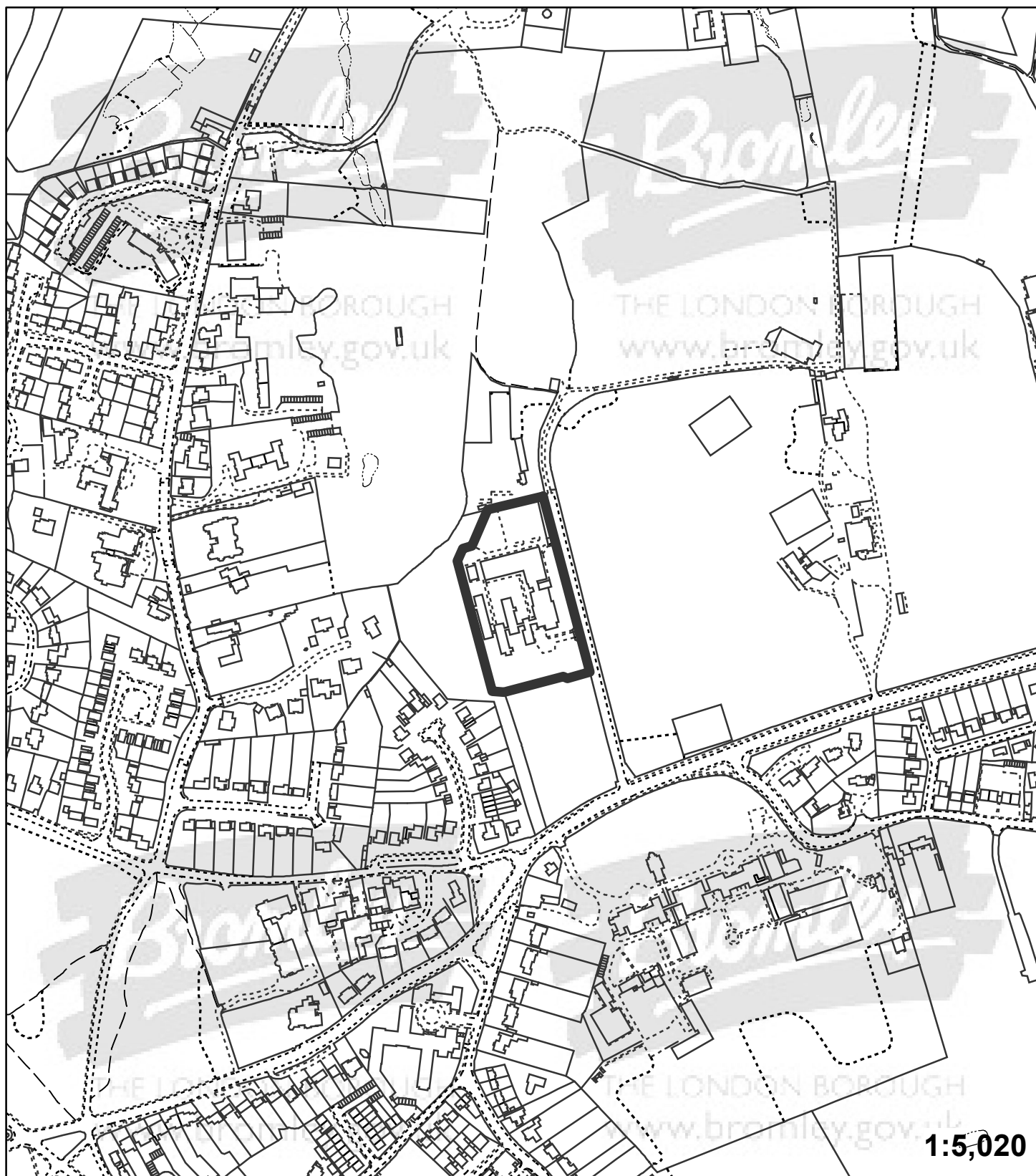
INFORMATIVE(S)

- 1 The applicants are advised that the site is located in the Green Belt and that there is therefore a presumption against any further development at the site as this is likely to represent inappropriate development in the Green Belt unless very special circumstances can be demonstrated to indicate otherwise. As such, the school will need to satisfy itself that it can accommodate the proposed increase in pupil numbers within the existing facilities.

Application:14/03754/VAR

Address: Darul Uloom Foxbury Avenue Chislehurst BR7 6SD

Proposal: Variation of condition 5 of permission reference 03/02501 to increase the number of pupils from 155 to 225



"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 : 14/04112/FULL1

Ward:
Plaistow And Sundridge

Address : Sundridge Park Management Centre Ltd
Plaistow Lane Bromley BR1 3TP

OS Grid Ref: E: 541757 N: 170738

Applicant : Mr Richard Barter

Objections : YES

Description of Development:

Erection of pedestrian and vehicular entrance gates with railings and turning head.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Metropolitan Open Land
Open Space Deficiency
Sites of Interest for Nat. Conservation

Proposal

This application is for the erection of a new access, security gate and turning head. within the grounds of the Sundridge Park Mansion which is a Grade II in English Heritage's Register of Historic Parks and Gardens. The proposed security gate would be located along the historic carriageway but out of sight of the Grade I Listed Mansion house. The accompanying Tree report indicates that the proposal will not require the removal of any trees and that the works are very localised and relatively low impact with all surface preparation undertaken by hand tool only.

Comments from Local Residents

Local comments include:

- The road, while private, has been open to public access for many years (at least 20 and probably over 50 years) and has NEVER been closed to the public. Therefore a definitive of Right of Way exists.
- The properties whose rear gardens adjoin the area AFTER the gates will be denied access to the rear of the property. Vehicle access to rear gates for

the collection of garden waste etc. has been an exercised right for 20+ years.

- The boundary for each of the affected properties is the edge of the tarmac road and NOT the boundary fence. A fence therefore cannot be effective as a space, approximately 3-5ft will allow pedestrians to circumvent the gate, rendering it pointless.
- The proposed 'turning area' will cause considerable noise to 2/3 properties adjoining the proposed turning area. This will often be at night and will cause distress to local residents.
- The proposed 'turning area' is to be situated in the wooded area, close to the old pond/lake. This pond is used by a considerable number of rare birds, animals and insects. This may harm the local eco system and cause death and decline.
- The area is one of the last natural wooded areas and offers enjoyment to residents in a large area of Sundridge Park. The proposed development will destroy this and create yet another expensive ghetto in Bromley.
- I do not wish to have a gate and turning circle so close to my house, especially given that the gate is not even close to the proposed development. I believe the gate/turning circle should be much closer to the proposed development such that, to the extent there is any inconvenience caused, it should be borne by residents of the new development and not existing local residents.
- I am also concerned as I have an Oak tree which is over 60 years of age and any work carried at the back near the road, in the proposed position of the turning area will disturb the roots of the tree. I also feel along with many of my neighbours, why is the gate being position so far away from the new housing development when it would be much better place near to the new houses / flats which are being built and would be less inconvenient to the local residence whose gardens back onto Willoughby Lane.
- The noise during construction for our tenants and then the traffic noise thereafter.
- A reduction in the value of our property as it could be less attractive to potential purchasers having a turning circle at the back of our house.

The full text of comments received is available on the file.

Comments from Consultees

English Heritage advise the application is relatively discrete and reversible. Although this application does not raise significant concerns from English Heritage, there is no historic precedent for a gate in this location. The historic entrance to the Mansion is located by the existing gate house on Plaistow Lane and we consider this to be a more appropriate location for an entrance gate. There would be an opportunity to reinstate the historic gate piers in this location which we understand are currently in storage. However, we recognise that due to access to other properties accommodating the gate here may not be possible. EH has previously advised that public access should be provided, on occasion, to the grounds.

From a Highways point of view the pedestrian and vehicular entrance gates with railings and turning head are within Sundridge Park and halfway on Willoughby Lane which is a private road so I would have no objection to the application.

From a Conservation point of view it is noted that English Heritage (EH) raise no objections and given the location and scale of this development there would be no adverse impact on setting of the Listed building. EH do raise the reinstatement of gates on the Plaistow Lane entrance which would be good to see but I feel this is a separate planning matter.

Any comments from a Tree point of view will be reported verbally.

Planning Considerations

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

- BE1 Design of New Development
- BE7 Railings, Boundary Walls And Other Means Of Enclosure
- BE8 Listed Buildings
- BE11 Conservation Areas
- T18 Road Safety

Conclusions

The main issues relating to the application are the effect that it has on the character of the area, the impact on the setting of the listed building and the impact that it has on the amenities of the occupants of surrounding residential properties. Highway safety is also a consideration.

In terms of comments received it is noted that Willoughby Lane is a private road. Due to the nature of access, being to individual properties rather than the public at large passing and repassing along the length of the road, any rights of access that may have been established would, in my opinion, be private rights rather than public ones. As such this would be a private legal matter.

In terms of highway safety, the proposal would not alter the access arrangement and visibility at the site, thereby causing no additional highway safety impacts.

On balance the application appears to be acceptable and would not result in an unacceptable harm on the area and amenities of local residents alike.

RECOMMENDATION: PERMISSION

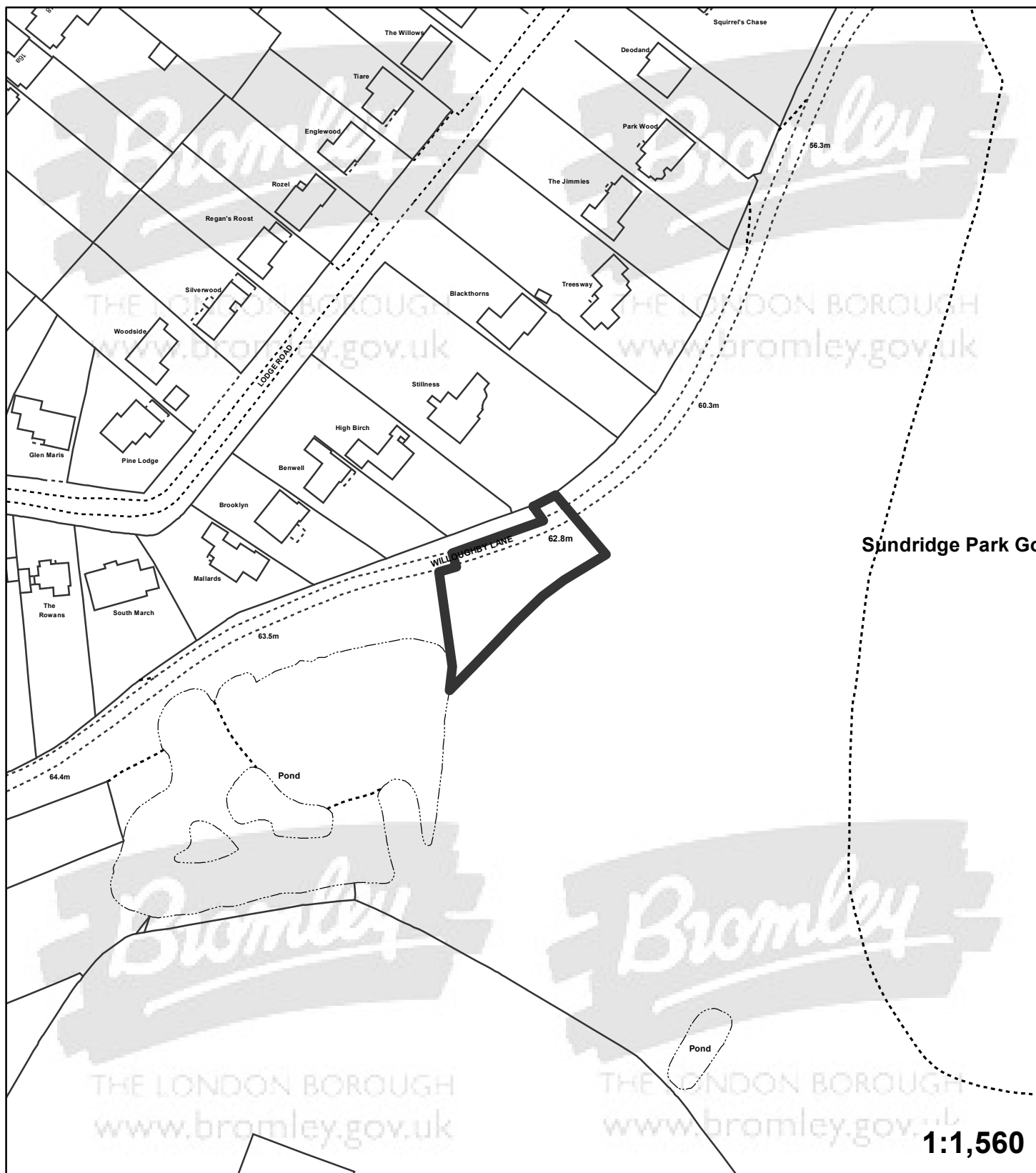
Subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACK01 | Compliance with submitted plan |
| | ACC03R | Reason C03 |

Application:14/04112/FULL1

Address: Sundridge Park Management Centre Ltd Plaistow Lane Bromley BR1 3TP

Proposal: Erection of pedestrian and vehicular entrance gates with railings and turning head.



"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 : 14/04139/FULL1

Ward:
Bromley Town

Address : Sunset Hill Hillbrow Road Bromley BR1
4JL

OS Grid Ref: E: 539192 N: 170566

Applicant : Cavendish & Gloucester Properties Ltd **Objections :** YES

Description of Development:

Demolition of existing dwelling and erection of a part two/part three storey building comprising 9 two bedroom apartments and 14 car parking spaces

Key designations:

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

Proposal

Demolition of existing dwelling and erection of a part two/part three storey building comprising 9 two bedroom apartments and 14 car parking spaces.

Planning permission is sought for 9 new residential apartments. The site contains a disused detached bungalow towards the rear of the site. The site levels fall across the site from east to west by approximately five metres. A derelict bungalow is positioned towards the rear of the site which is proposed to be demolished. In its place it is proposed to build a part two/part three storey building comprises 9 x 2 bedroom apartments together with the provision of 14 car parking spaces.

The rest of the site is unmaintained and overgrown. Mature trees surround the site. Access to the development will be from Hillbrow Road which is an unadopted road.

The application is supported by a Planning Statement, Design & Access Statement and an Arboricultural Survey and Impact Survey.

The site lies on the border with the London Borough of Lewisham.

As the total number of dwellings proposed is less than ten, there will be no policy requirement for the provision of affordable housing in this case, all the dwellings proposed will be market housing.

Location

The application site is located on the eastern side of Hillbrow Road, approximately midway between the junctions of Hillbrow Road and Bromley Hill to the north east and Warren Avenue to the Southwest. The total area of the plot is 0.163ha.

The site sits within a typically suburban area with a mix of dwelling sizes and types built around 1960's/1970's. The houses to the north are larger detached houses, whilst to the west slightly smaller detached units whilst to the south are linked terrace town houses.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and a site notice was displayed to the entrance gates of Sunset Hill. A large number of letters of objection have been received in relation to the proposal which are summarised below:

- the road is unmade and would not support the additional 14 spaces or the construction traffic
- the proposal is not in keeping with surrounding area
- possible damage to adjacent properties during construction by heavy goods vehicles driving on an unmade road
- appearance out of character and incongruous compared to the surrounding properties
- loss of TPO trees would impoverish the leafy residential ambiance of the road
- the overall scale, bulk and massing and general size of the property is wholly excessive for the context and its modernist appearance which is out of character for its location. A block of flats in the road is also uncharacteristic
- the building would be in front of the current building line
- the large car park at the front would be out of character
- limited amenity space especially for flat 6
- the provision of balconies and second storey terrace will result in excessive overlooking
- contrary to Policy T13 and that the road is not sufficient to allow the increase in traffic
- concern about the landscaping and the loss of trees
- the front verge should be retained.

Full and detailed copies of the objections letters received from local residents can be found on the application file.

Comments from Consultees

Highways - The site is accessed from Hillbrow Road which is an un-adopted road using the existing dropped kerb leaving the existing crossover unchanged and the location of the access drive will be retained.

The proposal includes provision for 1.5 parking spaces per dwelling. A total of fourteen parking spaces is being provided. Eleven car parking spaces are adjacent to the entrance of apartment block and a further three parking spaces parallel to the access drive. Nine secure cycle storage spaces are provided adjacent to the entrance of the apartment block. Space has been allocated for refuse and recycling bins at the entrance to the site allowing waste services to park on Hillbrow Road to collect the refuse and recycling waste.

The following conditions are suggested if permission is granted:

- H03 Satisfactory Parking
- H16 Hardstanding for wash-down facilities
- H19 Refuse storage
- H22 Cycle parking) @ 1 per unit
- H23 Lighting scheme for access/parking
- H26 Repair to damaged roads
- H29 Construction Management Plan
- H32 Highway Drainage

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

Given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission 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 should, therefore, also be 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 Hillbrow Road is laid out.

Drainage - This site is within the area in which the Environment Agency - Thames Region require restrictions on the rate of discharge of surface water from new development into the river Ravensbourne or its tributaries. Impose condition No. D02 on any approval.

The site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water. Impose standard condition D06 on any approval to this application.

Thames Water -

Waste comments

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure 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 3m 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.

Surface water drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water drainage 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.

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

Water comments

On the basis of the information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend an informative be attached to any permission.

Cleansing - no comments received

Environmental Health (Housing) - The applicant is advised to have regard to the Housing Act 1985's statutory space standards contained within part x of the Act and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating under Part 1 of the Act.

Environmental Health (Pollution) - no objections, subject to informative.

The Secure By Design Officer - no comments received.

Tree Officer - 5No. mature Lombardy poplar trees located off site along the sites southern boundary are the dominant landscape feature and the subject of Tree Preservation Order No. LE1 1967. These trees are shown as retained and protected within the proposed scheme. The footprint of the apartment block as well as areas of hardstanding are shown to encroach into RPA's. This is mitigated to some extent by the existing hard surfaces and the overall stated net area of disturbance as being within acceptable limits which I concur, although the final construction details are yet to be submitted, but may be by way of condition. This should also

detail existing and proposed land level where they interact with existing trees and should accord to BS5837 2012 if they are to be acceptable.

Another tree 1No. Hawthorn also subject to the order is shown to be removed which I raise no objection subject to satisfactory details of new soft landscaping to be submitted for our approval. Our records also show a protected prunus to the northern boundary however I did not think this as being a constraint and raise no objection to its removal.

Located within the site are a number of mixed deciduous and evergreen species of which will be removed a part of this proposal. The majority of these trees are categorised as grade 'c' which I concur. Due to their overall condition and visual impact I do not regard them as constraints and I therefore raise no objection.

Private amenity spaces facing the southern boundary as well as the building itself will be dominated by the presence and proximity of the both the Lombardy poplar and the smaller line of Leyland cypress. However there appears to sufficient space outside the canopy spreads to provide a useable garden space.

On balance I raise no objection to the scheme however I would advise that a future permission carries tree protection and landscaping conditions.

Planning Policy - no comments received

London Borough of Lewisham - at the time of writing no comments have not been received

Planning Considerations

UDP Policies:

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T18 Road Safety

London Plan

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young peoples play
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions

- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable development
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building, London's Neighbourhoods and Communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.15 Reducing noise and enhancing soundscapes

The following documents produced by the Mayor are also relevant:

- Housing Supplementary Planning Guidance
- The Mayors Economic Development Strategy
- Providing for children and young peoples play and informal recreation SPG
- Accessible London: achieving an inclusive environment
- Sustainable Design and Construction SPG

National Planning Policy Framework (2012)

Planning History

There is no planning history associated with the site.

Conclusions

The primary issues in the assessment of this planning application are:

- Principle of development
- The design and appearance of the proposed residential development and its impact on the character and appearance of the area and locality
- Impact on the amenity of neighbouring residents
- The quality of living conditions for future occupiers
- Highways and traffic issues
- Trees on the site
- Sustainability and energy
- Refuse storage
- Drainage

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 of the site were taken into account in the assessment of this proposal.

Principle of development

The application site comprises of a derelict bungalow, located towards the rear of the site which is currently uninhabited. The area surrounding the bungalow is mature woodland. The application seeks permission to demolish the existing bungalow and redevelop the site, which falls from east to west by 5m, with the erection of a part two/part three storey building comprises 9 x 2 bedroom apartments together with the provision of 14 car parking spaces.

The demolition of the building and redevelopment of the site is considered acceptable as it would bring a vacant residential site back into use and would add to the Council's target to provide much needed housing within the Borough. The proposal therefore complies with Policy H1 of the UDP.

The design and appearance of the proposed residential development and its impact on the character and appearance of the area and locality

Policy BE1 highlights the need for proposals to be of a high standard of design and layout completing the scale, form and materials of adjacent buildings.

Section 7 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making better places for people. As stated within the NPPF development should optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of the developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

The proposed apartment block proposes a striking contemporary design which is a contrast to the existing surrounding residential properties which comprise a mixture of different styles and types. The surrounding area has no predominant character or uniformity. The building is to be build of brick, render and timber cladding finish. Flats 1-4 will benefit from their own private gardens and Flats 5, 7, 8 and 9 will have balconies with glass balustrading. Flat 6 will have no amenity space except for that which is communal. In terms of detailed design the proposed building has been designed to ensure that there are no principle windows in the flank elevation to prevent overlooking.

The scale of the building is 2/3 storeys with the eastern side of the block positioned 1.8m higher than the western side of the block. The western side of the block is 3 storey with a maximum height of 8.5m. The street scene drawing shows the context of the building heights compared with that of the neighbouring properties located either side of the site. The proposed building would be lower in height than the adjacent town houses in Tresco Close (No.4-7) and Upfield, to the north. The proposal would however be slightly higher when compared to No.2 & 3 Tresco Close.

Table 3.2 of the London Plan advises that in suburban locations with a PTAL level of 1B, the residential density should be within a range of 50-76 dwellings per hectare. The density of the proposal equates to 56 dwellings per hectare.

The proposal would result in a larger building footprint than that of the current bungalow although at a density of 56 units per ha the development is considered to comply with London Plan standards and Policy H7 of the UDP concerning housing density and design.

Impact to neighbours

A large number of objections letters have been received from local residents in relation to the proposal. The main concerns relate to the development being out of keeping with the character of the area and general street scene, the bulk and scale of the development and Hillbrow Road being unable to cope with additional traffic and construction vehicles.

The proposed apartment is positioned to the rear of the site with a separation of 4.5m to the rear boundary. 4.5m also separates the development from the boundary wall of no 7 Tresco Close and a 2.1m gap separates the boundary from the neighbouring property (to the north-west) Upfield. The scheme would comply with Policy H9 in terms of side space.

In relation to privacy, the proposed building has been designed to ensure that there are no principal windows in the flank elevation that would overlook neighbours to the north-west of the site.

It is considered that neighbours in 28-36 Hillbrow Road may be overlooked as a result of the development, despite there being a separation distance of 35-40m. The agent has set out in the Planning Statement that any potential overlooking from the balconies can be conditioned by way of privacy screens.

In relation to 7 Tresco Close, there is a substantial tree screen along the boundary which would limit any views from the balconies at first floor level. In relation to Upfield, the windows on the flank elevation are proposed to be obscure glazed.

On balance, the proposed apartment building is to be located towards the rear of the site to lessen the impact of the development on neighbouring residents.

The quality of living conditions for future occupiers

Policy 3.5 of the London Plan states the minimum internal floorspace required for residential units on the basis of the occupancy that could be reasonably expected within each unit. The building as a whole contains many windows and doors which would ensure a good level of natural light to each of the habitable rooms

The floorspace of the proposed units varies between 75sqm and 126sqm. Table 3.3 of the London Plan requires a Gross Internal Area of 61sqm for two bedroom, three person apartment. With regard to the above it appears that the size of the apartments for its intended occupancy would comply with the minimum standards

contained in the London Plan 2011 unit size standards. On balance this is considered acceptable.

Comments received from the Council's Environmental Health department, outline that the scheme would be acceptable subject to the housing standards contained in the 1985 Housing Act. On the basis of the above it is considered that the proposed development would provide an acceptable standard of living for future occupiers in conformity with Policy 3.5 Quality and Design of Housing Developments of the London Plan and Policy H12 of the UDP.

Highways

Access to the site is from Hillbrow Road which is accessed from either Coniston Road or Warren Avenue. Hillbrow Road is considered to be unadopted highway and as such is not maintainable by the Council. It is believed that the public enjoy rights of passage over the street both with and without vehicles. Access from the top of Hillbrow Road is via a single narrow track. The PTAL for the site is 1 (b), which is a low category. The development proposes 14 car parking spaces as part of the development which are to be located towards the front of the site. Twelve spaces are adjacent to the entrance of the apartment block and a further two spaces parallel to the existing access drive. The site will be accessed from Hillbrow Road using the existing dropped kerb leaving the existing crossover unchanged. 1.5 spaces per dwelling have been provided which is in line with the Council's standard parking requirements.

Local residents have commented that Hillbrow Road is a single unmade track which does not have a pedestrian walkway, furthermore that the road is in a poor state of repair and unsuitable for heavy construction vehicles.

The Highways Officer has stated given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission 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 should, therefore, also be 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 Hillbrow Road is laid out.

The proposal is generally considered to be in accordance with UDP Policy T3 and Policy 6.13 of the London Plan (2011).

Trees

There are mature trees and extensive landscaping around the boundaries of the site with a number covered by Tree Preservation Orders. The scheme has been designed around the protected trees which are all to be retained as part of the development. Replacement planting and space for soft landscaping to the front of the property is proposed.

The Tree Officer has visited the site and surveyed the trees on site and stated that on balance raises no objection to the scheme however advises that a future permission carries tree protection and landscaping conditions.

Sustainability and Energy

Policy 5.4 Retrofitting, of the London Plan 2011 states that boroughs should identify opportunities for reducing carbon dioxide emissions from the existing building stock by identifying potential synergies between new developments and existing buildings through the retrofitting of energy efficiency

The scheme would provide for nine secured cycle storage which would provide for a sustainable method of transport to and from the site. No other energy saving measures are known to be provided.

Refuse storage

Space has been allocated for refuse and recycling bins at the entrance to the site.

Drainage

The development is proposed to connect to the existing public sewer network. The Drainage Officer has commented that the site lies within an area in which the Environment Agency (Thames Water Region) require restrictions on the rate of discharge of surface water from new developments into the river Ravensbourne or its tributaries. Thames Water has also suggested that the applicant should contact them to establish whether the erection of the building would come within 3m of a public sewer and that provision can be made for surface water drainage. The planning statement has suggested that Soakaways will be provided for surface water run-off for the new apartment block.

Summary

The proposal would create 9 x 2 bedroom units and 14 car parking spaces on a plot of land which has fallen into disrepair. Members will need to consider whether the design and additional height and bulk of a development of this size and scale, in this location is satisfactory in light of local opposition to the scheme. The scheme complies with local and national planning policies.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/04139 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 |

- 3 ACA04R Reason A04
 3 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 4 ACB01 Trees to be retained during building op.
 ACB01R Reason B01
- 5 ACB02 Trees - protective fencing
 ACB02R Reason B02
- 6 ACB03 Trees - no bonfires
 ACB03R Reason B03
- 7 ACB04 Trees - no trenches, pipelines or drains
 ACB04R Reason B04
- 8 ACB16 Trees - no excavation
 ACB16R Reason B16
- 9 ACC07 Materials as set out in application
 ACC07R Reason C07
- 10 ACD02 Surface water drainage - no det. submitt
 AED02R Reason D02
- 11 ACD06 Sustainable drainage system (SuDS)
 AED06R Reason D06
- 12 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 13 ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
- 14 ACH19 Refuse storage - implementation
 ACH19R Reason H19
- 15 ACH22 Bicycle Parking
 ACH22R Reason H22
- 16 ACH23 Lighting scheme for access/parking
 ACH23R Reason H23
- 17 ACH26 Repair to damaged roads
 ACH26R Reason H26
- 18 ACH29 Construction Management Plan
 ACH29R Reason H29
- 19 No loose materials shall be used for surfacing of the parking and turning
 area hereby permitted.
 ADH32R Reason H32
- 20 ACI09 Side space (1 metre) (1 insert) north-east
 ACI09R Reason I09
- 21 Before the development hereby permitted is first occupied, the proposed
 window(s) on the ground, first and second floors of the north-east flank
 elevation shall be obscure glazed in accordance with details to be submitted
 to and approved in writing by the Local Planning Authority and shall
 subsequently be permanently retained as such.
 ACI12R I12 reason (1 insert) BE1
- 22 ACI24 Details of means of screening-balconies
Reason: In order to comply with Policies BE1 and H7 of the Unitary Development
 Plan and in the interests of amenities of the adjacent properties.
- 23 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. The statement shall also provide details of stage by stage arboricultural site supervision and monitoring. 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.

- ACB05R Reason B05
- 24 ACK01 Compliance with submitted plan
- ACC01R Reason C01

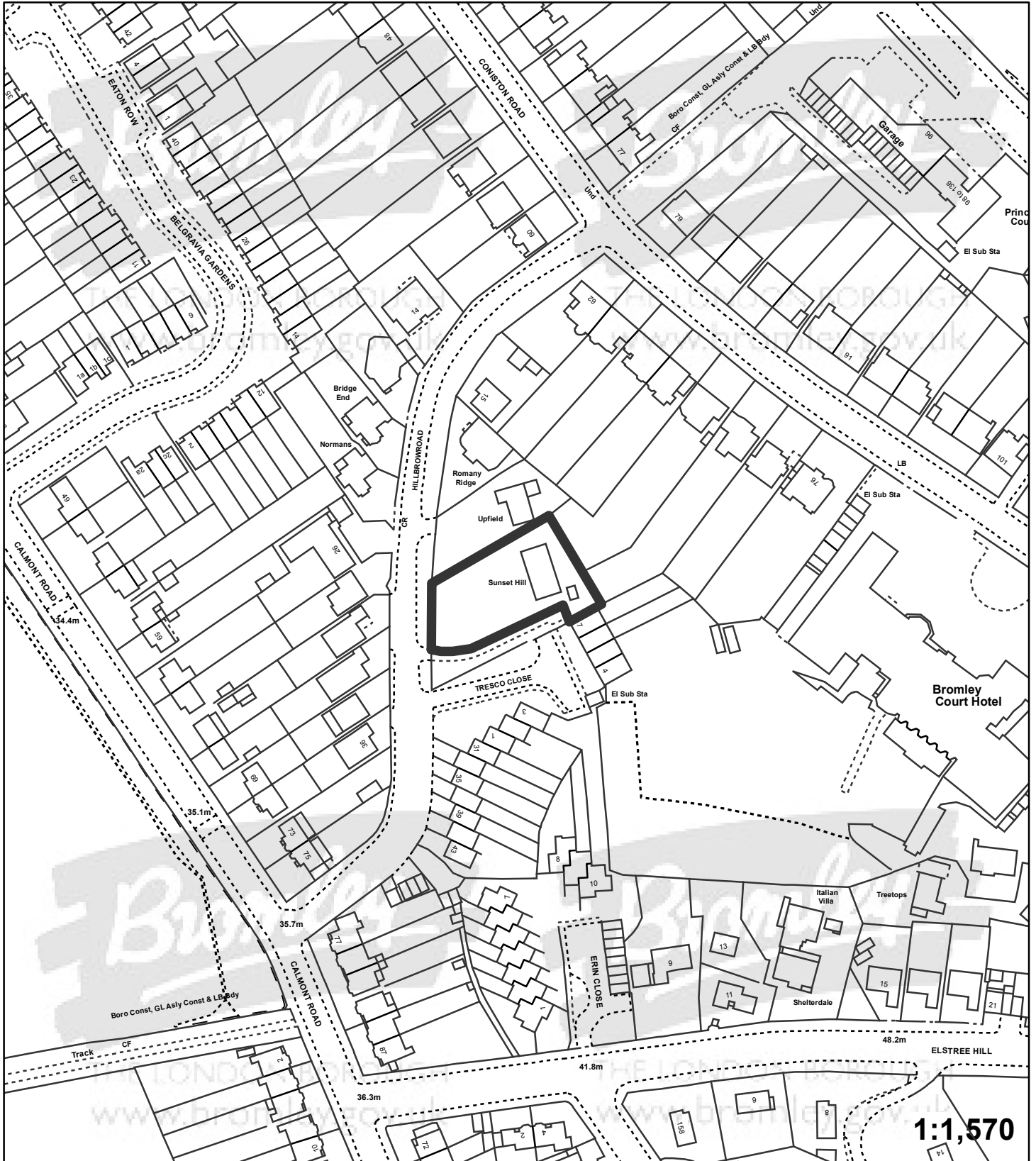
INFORMATIVE(S)

- 1 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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 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. 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 Planning Authority for approval in writing.

Application:14/04139/FULL1

Address: Sunset Hill Hillbrow Road Bromley BR1 4JL

Proposal: Demolition of existing dwelling and erection of a part two/part three storey building comprising 9 two bedroom apartments and 14 car parking spaces



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

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SECTION '2' - Applications meriting special consideration

Application No : 14/04144/OUT

Ward:
Penge And Cator

Address : 20 Snowdown Close Penge London
SE20 7RU

OS Grid Ref: E: 535558 N: 169762

Applicant : Mr Matthew Church

Objections : YES

Description of Development:

Demolition of the existing building and construction of a two storey building comprising 6 two bedroom flats.
OUTLINE APPLICATION for siting and means of access only.

Key designations:

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

Proposal

Outline planning permission is sought for the demolition of the existing building and construction of a two storey residential building comprising 6 two bedroom flats. The outline application seeks permission for the principle of the development and for matters of siting and means of access only. All other matters are reserved for future determination.

Plans have, however, been submitted that show an indicative design, the footprint, height mass and scale of the proposed building.

The building will be two storey to a maximum ridge height of approximately 8m with a pitched roof design. Materials are indicated as brick and render. Balconies are shown facing south west to Snowdown Close and north west towards the recreation ground.

Six car parking spaces will be allocated to the residential flats within the existing car park area to the rear.

Location

The site is located at the north eastern end of Snowdown Close in a primarily residential area and comprises a single storey building of 181m² footprint. A car parking area exists to the rear of the site accessed from Kenilworth Road and Westbury Road. Royston fields recreation ground lies to the north of the site.

The last formalised use of the property was as a Citizens Advice Bureau (Use Class A2). Although it is acknowledged that the operation of the building has recently been as a community hall (Use Class D1) operated by Christ Central Church. This use does not have the benefit of planning permission.

Comments from Local Residents

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

- The sale of 20 Snowdown Close is insensitive. The building should continue to be for the benefit of the community and remain an asset for work by local voluntary groups.
- Financial decisions made by Bromley do appear to demonstrate their lack of concern for the community, particularly in Penge.
- The use of the building by Christ Central Church over the last year has provided enormous and much needed voluntary support.
- Will result in over development in this location.
- This building has always been for the use of the community.
- Decision should not be made on financial grounds alone. The benefit of the community need to be considered far more than just more housing.
- No space available for young people in the area. This is an extremely useful community project.
- In a diverse community is important that such centres remain open to foster good relationships.
- Would mean the loss of a vital community centre providing important services.
- Site is too small for 6 dwellings in an already overly populated area.
- When the building was in use as a CAB it was not office as far as residents were concerned but of benefit to residents, the local community and wider community of Penge.
- The current use providing free community uses by the Church has backing and support of neighbours and local residents.
- Crime rate in Penge/Cator has decreased as a result of the use of this building.
- The flats and surroundings as illustrated will detract from the streetscene. The spaces around the flats are not attractive.
- There is definitely a need for a community centre in this area.
- The loss of this facility will show that Penge means nothing to Councillors.
- The vital work that has emanated from Christ Central Church has seen the development of key local services and support structures such as youth work, football outreach and recently held festival. Council should recognise key local networks such as 20 Snowdown Close.
- A long term commitment to the hub can help regenerate the area.

- It is more beneficial to retain the property for community use.
- Design does not conform to Policy BE1 and C1.
- If community provision is removed where else can this be provided.
- There is an absolute need for services provided by the centre.
- A change of use will end all the hard work the local churches are doing to engage the youth and take them off the street.
- Concerns regarding an increase in on street parking.
- The Penge Forum have commented that the application should be deferred until the application to consider re-designating the site from A2 to D1 has been determined.

Comments from Consultees

Highways Officer:

The site is located to the north of Snowdown Close and it's within a medium PTAL rate of 4. Vehicular access- the access is from Kenilworth Road/ Westbury Road via an existing arrangement leading to the car parking area. Parking- Six car parking spaces indicated on the submitted plans which is acceptable. The applicant should be also aware that six secure cycle parking spaces are required.

Environmental Health - Pollution:

I have looked at this application and in principle would have no objections to permission being granted.

Thames Water:

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

Planning Considerations

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

BE1 Design of New Development
 NE7 Development and Trees
 C1 Community Facilities.
 H1 Housing Supply
 H7 Housing Density and Design
 H9 Side Space
 T3 Parking
 T7 Cyclists
 T18 Road Safety

SPG1 General Design Principles
 SPG2 Residential Design Guidance

London Plan:

- 3.3 Increasing Housing Supply.
- 3.4 Optimising Housing Potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.3 Sustainable design and construction
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

Planning History

There is no relevant planning history relating to the site.

However, a planning application (ref.14/04615) for change of use of the existing building (Use Class A2) to a community centre (Use Class D1) is also to be considered on this agenda.

Conclusions

The main issues relating to the application are the principle of the development and the effect that a residential development in terms of its siting would have on the character of the locality, access arrangements and the impact the scheme would have on the amenities of nearby properties.

Principle of Development

The current permitted use of the site is for an A2 Use for financial and professional services. The surrounding area is residential. The applicant has provided a statement from a surveyor and valuer that details in its conclusion that the existing lawful use is not suited to the area from a marketing perspective and therefore unlikely to be attractive to potential A2 occupiers.

It is noted that the unlawful use currently operating on site is a community use and that Policy C1 states that planning permission will not be granted for proposals that would lead to the loss of community facilities unless it can be demonstrated that there is no longer a need for them or alternative provision is to be made in an equally accessible location.

The public interest as detailed above is also noted in terms of the comments made regarding the benefits described by members of the public regarding the efforts of the current occupiers to provide a community facility known as 'The Hub'

However, Members are reminded that consideration of this planning application is based on the lawful use on the site which is for A2 use only.

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

On this basis, given the surrounding residential use and lack of demand for a similar occupier for A2 use, the redevelopment of the site for residential development is considered acceptable in planning terms.

Siting and design

Policy BE1 states that all development proposals will be expected to be of a high standard of design and layout. Development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features and its relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

This application is submitted in outline form as detailed above. The application contains an indicative layout and footprint of the proposed building and an indicative design and parameters of the chosen building. The intended design is commensurate in mass, scale and height to buildings within the immediate existing. Similarly, the footprint of the buildings is largely the same as the existing buildings on site. As such it is considered that the proposal represents an appropriate design that will make a positive contribution to the locality provided that it is suitably detailed. To ensure this, conditions are recommended through reserved matters to secure the materials and detailed design shown on the submitted indicative drawings shall be submitted and approved by the Local Planning Authority.

Standard of Residential Accommodation

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

- (b) The location and operation of plant and wheel washing facilities
- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:
 - (i) Rationalise travel and traffic routes to and from the site
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity
 - (iii) Measures to deal with safe pedestrian movement
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements

Reason: In order that the Local Planning Authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policies BE1, T6, T7, T15, T18 of the Unitary Development Plan (July 2004).

- 7 No development shall commence on site until the following information has been submitted to and approved in writing by the local planning authority:
- (a) A full site survey showing: the datum used to calibrate the site levels along all site boundaries, levels across the site at regular intervals, floor levels of adjoining buildings, full details of the proposed finished floor levels of all buildings and hard surfaces.
 - (b) The development shall be carried out only in accordance with the approved details.

Reason: To ensure that the Local Planning Authority may be satisfied as to the detailed external appearance of the development in relation to its surroundings and to comply with Policy BE1 and H7 in the Unitary Development Plan.

- 8 ACD02 Surface water drainage - no det. submit

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 Of the London Plan (2011)

- 9 (a) The buildings hereby approved shall achieve a minimum Code for Sustainable Homes Rating Level 4.
- (b) No development shall commence until a Design Stage Certificate for each residential unit (prepared by a Code for Sustainable Homes qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of any of the residential units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Code for Sustainable Homes qualified Assessor) to demonstrate full compliance with part (a) for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011).

- 10 ACK01 Compliance with submitted plan
ACK05R K05 reason

INFORMATIVE(S)

- 1 In your own interest you should consult with the Development Control Section at the Civic Centre before preparing detailed plans. Please telephone 020 8313 4956 or e-mail planning@bromley.gov.uk to arrange an appointment.
- 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 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
- 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. 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.
- 5 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 0800 009 3921 to discuss the options available at this site.

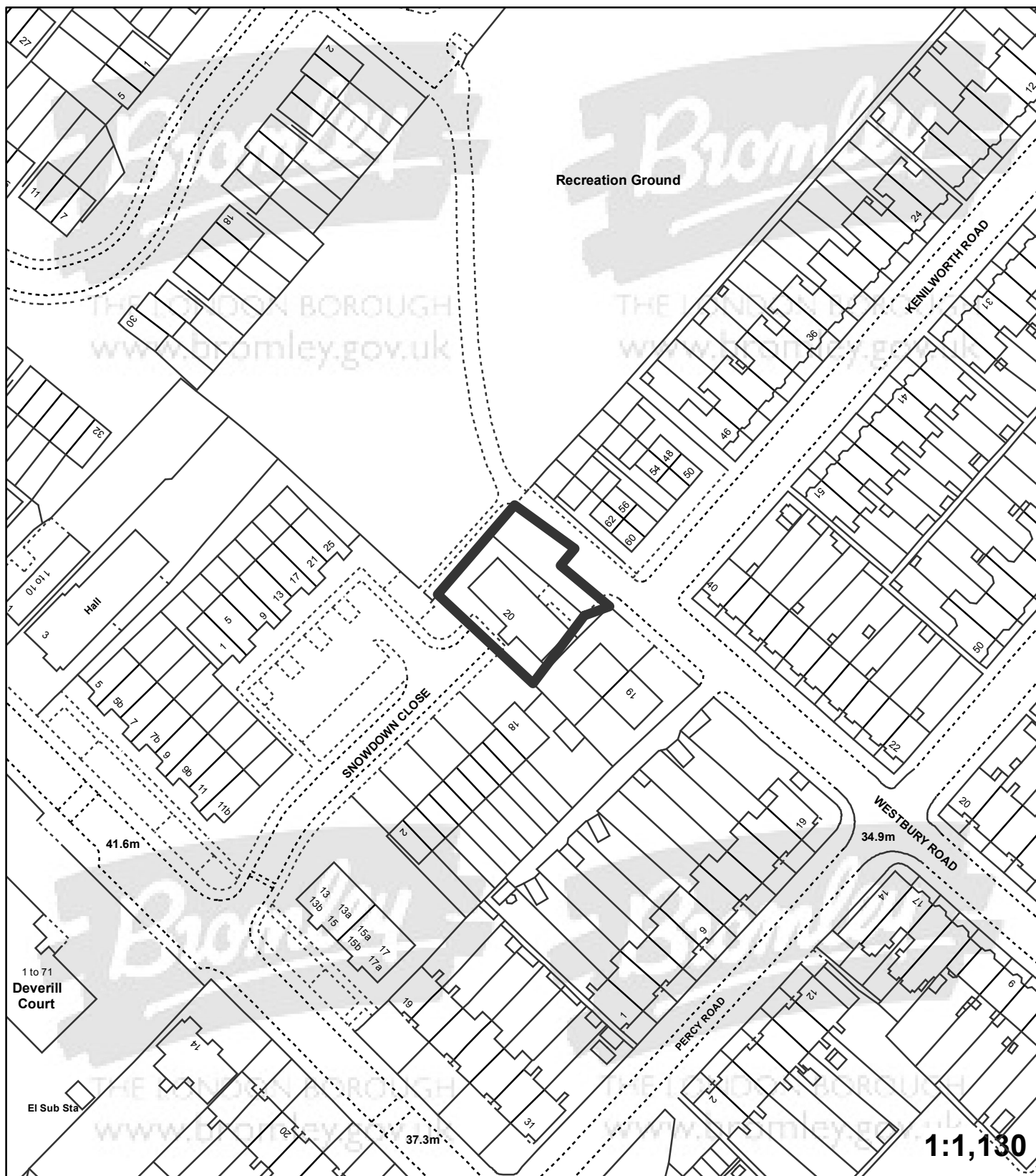
- 6 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Application:14/04144/OUT

Address: 20 Snowdown Close Penge London SE20 7RU

Proposal: Demolition of the existing building and construction of a two storey building comprising 6 two bedroom flats.

OUTLINE APPLICATION for siting and means of access only.



"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 : 14/04473/FULL1

Ward:
Copers Cope

Address : St Christophers School 49 Bromley
Road Beckenham BR3 5PA

OS Grid Ref: E: 538284 N: 169385

Applicant : Mr Andrew Velasco

Objections : YES

Description of Development:

Demolition of existing single storey classrooms and construction of a two storey extension building comprising eight classrooms.

Key designations:

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

Proposal

Planning permission is sought for the demolition of existing single storey classrooms and construction of a two storey extension building comprising eight classrooms.

The proposal will not involve the expansion of the school which will remain a two form entry school for 3 to 11 year olds. In summary this will involve the demolition of the existing six single storey classrooms and replacement with a building to incorporate eight classroom's. The additional two classrooms are provided to replace two classrooms in the old main building.

The new building provides four classrooms at ground floor as well as four classrooms at first floor, each with their own cloakrooms and WC facilities at first floor. An additional flexible space at ground floor is shown which could be used as a group room, office, music practice room, or similar. The central spine corridor is double storey in height, and is lit by clerestory glazing at the upper level. The circulation space at first floor level overlooks the corridor. Cloakroom spaces at first floor are situated adjacent to the circulation corridor, with the classrooms beyond these.

The elevations are indicated to be similar to the recently constructed Reception block, being largely glazed at ground floor, with a window seat and clerestory glazing arrangement at first floor. Classrooms at ground floor have direct access to the playing fields, and most have sheltered areas overlooking the playing fields protected by an overhang at first floor. The new building is physically separated from the Music and Drama Block by recessed glazing.

External spaces will also be upgraded to reflect their importance within the overall masterplan for the site. The space to the north of the buildings forming the main external link between the east and west playgrounds, will be upgraded to match the work undertaken in association with the completion of the Reception block, with a landscaped granite paved walkway linking the east and west portions of the site. Similarly, the new edge to the eastern playground will be linked to this pathway to define the western edge of the playing fields.

Materials are indicated as an insulated render system resistant to dirt and staining with a self-cleaning effect when rained on.

The glazed facades will comprise thermally broken aluminium framed, insulated (double glazed) units. Large screens, will be constructed in a curtain wall system. Smaller openings will be created in a 'flush' glazing system with minimal sightlines to maximise the transparency of the units.

No additional parking is proposed.

Location

St Christopher's School is located on the north side of Bromley Road. The surrounding area is mainly residential in character with sports pitches/playing fields located to the east of the site.

The buildings on site vary in age, character and condition, the oldest being the main building, completed around 1750, this building is also Grade II listed. Newer buildings include the Music and Drama Block, completed in 2006 immediately south and adjacent to the corrugated classrooms to be demolished, and the Reception Block, completed in 2010 to the north east. The buildings immediately surrounding the school site are a mixture of large Victorian houses and mid-20th century residential style properties.

The current application relates to the redevelopment of the area occupied by the Spine and Corrugated Iron classrooms, and the 'Terrapin' building only, located approximately central with the complex of the buildings.

Comments from Local Residents

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

- concerns regarding overlooking and maintaining residents privacy.
- concerns regarding the design of the new block being too modernistic.

- two storey extension will ruin view of current vista.
- the construction is for private gain that will harm value of surrounding properties.
- increase in noise before and during construction.
- will be an increase in noise and traffic pollution from parents driving children to/from school.
- not in favour of construction in green low rise area.
- more evergreen trees needed around borders to increase privacy of school and reduce noise.

Comments from Consultees

Drainage: No objections subject to further details by condition.

Heritage and Urban Design: The proposed extension would not in my view cause any extra harm to the setting of the Listed Building and the design appears well considered.

Environmental Health: I have looked at this application and visited the premises, and would have no objections to permission being granted.

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

Highways Officer: The applicant is not increasing the number of teaching staff and pupils; therefore no objection in principle. A parking layout should be sought.

Transport for London: TfL has reviewed the application and comment is provided under the following subheadings:

Cycle parking - Currently there are 20 cycle parks and no proposal to increase these numbers. There is an overall net additional floor space gain of 441 square metres. TfL expects that cycle parking will accord with London Plan (2011) standards and Revised Early Minor Alterations (REMA 2013) to the London Plan for the additional floor space. The applicant is also encouraged to provide additional cycle parking across the entire site.

Travel planning - It is anticipated that there will be an existing travel plan (TP) for the school. An updated TP should be secured, enforced, monitored and reviewed. Staff, Children, and their parents, should be encouraged to either walk, cycle or take public transport to school, with stretching mode share targets set in the travel plan.

Planning Considerations

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

- BE1 Design of New Development
- BE8 Statutory Listed Buildings

- NE7 Development and Trees
- G8 Urban Open Space
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- C8 Dual Community Use of Educational Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

London Plan policies:

- 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
- 7.8 Heritage Assets and Archaeology
- 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

90/00613/FUL: Siting of detached single storey prefabricated building. Approved 18.04.1990

99/00211/FULL1: Single storey extension comprising 2 classrooms. Approved 14.04.1999

99/00513/LBC Demolition of timber framed building and erection of single storey extension comprising 2 classrooms LISTED BUILDING CONSENT. Approved 14.04.1999

01/03860/LBC: Demolition of storage rooms, single storey extension and internal alterations to former barn with disabled access ramp LISTED BUILDING CONSENT. Approved 30.01.2002

01/03861/FULL1: Single storey extension and elevational alterations to former barn, with disabled access ramp. Approved 30.01.2002

04/00618/FULL1: Two storey side extension comprising 2 replacement classrooms, replacement staff room, upgraded music room and drama studio and ancillary facilities. Approved 26.05.2004.

04/00619/LBC: Demolition of existing classrooms and staff room and erection of two storey side extension comprising 2 replacement classrooms, replacement staff room, upgraded music room and drama studio and ancillary facilities LISTED BUILDING CONSENT. Approved 26.05.2004.

04/01868/FULL1: Two temporary mobile units for classroom/staff room adjacent rear boundary. Approved 12.07.2004.

09/03532/FULL1: Two storey building to provide replacement teaching accommodation. Approved 19.03.2010.

Conclusions

The main planning considerations relevant to this application are:

- The principle of the proposed replacement classroom buildings 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 of Urban Open space.
- 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.

Policy C8 is concerned with dual use of community facilities and states that the Council will permit proposals which bring about the beneficial and efficient use of educational land and buildings for and by the community, provided that they are acceptable in residential amenity and highways terms. The subtext at para. 13.27 states that the Council wishes to encourage schools and other educational establishments to maximise the contribution their buildings and grounds can make to the local community.

The addition of and use of the new extension 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 G8 of the UDP states that proposals for built development in areas defined as Urban Open Space (UOS), will be permitted only under the following circumstances:

- (i) the development is related to the existing use (in this context, neither residential nor indoor sports development will normally be regarded as being related to the existing use); or
- (ii) the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or
- (iii) any replacement buildings do not exceed the site coverage of the existing development on the site.

Where built development is involved; the Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space. In all cases, the scale, siting, and size of the proposal should not unduly impair the open nature of the site.

With regard to the impact upon the Urban Open Space, the development is related to and essential for the function of the existing use and would only marginally exceed the site coverage of the existing built on footprint area on the site by 6m². Therefore, the proposal would, by reason of its scale, siting and size, not unduly impair the open nature of the site.

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.

Policy BE8 states that development involving a listed building or its setting, or for a change of use of a listed building, will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting.

In terms of design the proposed building design is contemporary and uses a modern palette of materials with a high quality approach. This approach is supported within this context with the proposed building extensions complementing the design of the more recent additions to the school and adds a sense of coherence and legibility to the site in general.

It is noted that the 'corrugated iron' classrooms form part of the listed group of buildings. However, this is only by their physical attachment as part of the varied extensions that in turn attach to the original 18th Century building to the front of the site. Furthermore the listing description only describes the main building and does not mention the classrooms. The Heritage and Urban Design Officer has advised that the proposal would not cause any extra harm to the setting of the Listed Building and the design appears well considered. On this basis it is not considered that there will be any harm to the character, appearance and special interest of the listed building.

The materials proposed for the extension buildings will continue a cohesive theme for the site as a whole. In principle the materials are considered acceptable subject to further details and samples which can be obtained by planning condition.

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 new building structure within the scheme is contained within a relatively central area of the site with minimal effect to amenity to external residential areas outside of the site at least a minimum distance of 60m to the south, 55m to the east and 45m to the north.

Therefore, it is considered that there will not be any loss of privacy or unacceptable overlooking as a result of the proposal in accordance with Policy BE1.

Highways and Traffic Issues

An existing parking area is provided to the front area of the main building adjacent to Bromley Road. The applicant is not increasing the number of teaching staff or pupils. Therefore no objection is raised in principle on highway grounds. It is

considered prudent, however to obtain a parking layout, revised travel plan and cycle parking details by planning condition.

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 Design and Access Statement details every effort will be made to reduce the cost in use of energy and reduce global CO² emissions. The new classroom block will endeavour to comply with, and where possible exceed, the highest standards of sustainability.

For a development of this scale the approach stated is considered acceptable in this case.

Ecology and Landscaping

Minor landscaping works are proposed that generally include revitalising link areas between east and west areas of the site to suit the new building extensions and footpaths around the new build elements.

A couple of small trees have been identified as requiring removal and it would be intended to replace these as part of the detailed landscape proposals. .

A planning condition can ensure protection of trees along the boundary to Bromley Road during construction.

Land contamination and Site Investigation

A desk top survey of current and historical maps, and a site visit, have been carried out by the applicant with a view to identifying the likelihood and possible extent and nature of any contamination and its implications for the development. The applicant has advised that there would appear not to be any legacy of activities on, or adjacent to, the development site which would suggest the possibility of any residual contamination. The site contains no 'made ground' where unsuitable fill might have been used

The Environmental Health Officer has reviewed the information and commented that they do not raise any objection. 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 acceptable while further information is required. This can be obtained by planning condition.

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, Officers consider that the proposal represents a sustainable form of development in accordance with the aims and objectives of adopted development plan policies. The proposed extension building is considered to be of appropriate scale, mass and design and relate well to the context in the locality. The proposal would provide a good standard of accommodation for the reconfiguration of the school in a suitable location. It is not considered that the proposal would have an unacceptable impact on 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 ref(s) set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

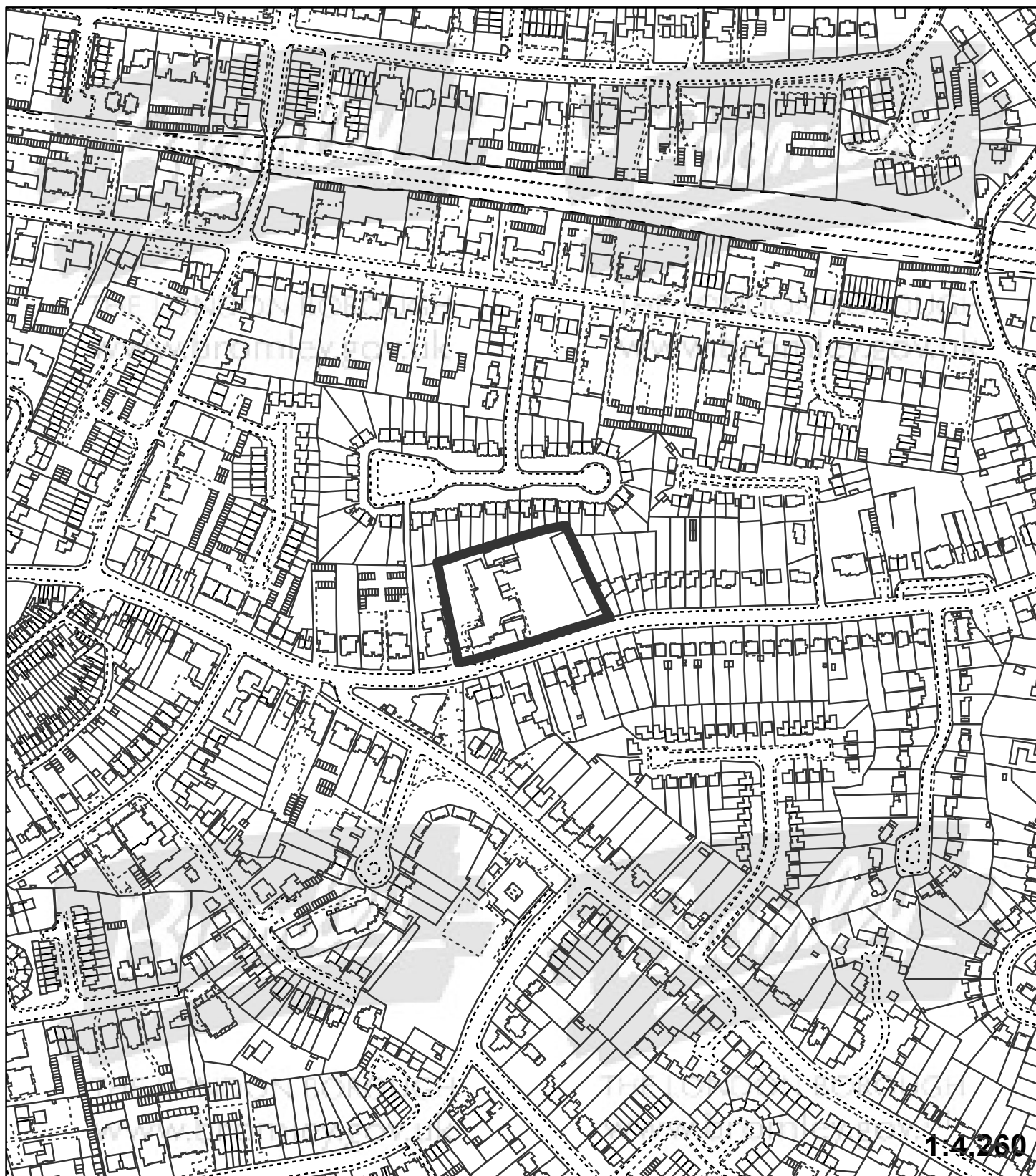
- | | | |
|----|--------|---|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACK01 | Compliance with submitted plan |
| | ACK05R | K05 reason |
| 3 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 4 | ACB01 | Trees to be retained during building op. |
| | ACB01R | Reason B01 |
| 5 | ACB02 | Trees - protective fencing |
| | ACB02R | Reason B02 |
| 6 | ACB03 | Trees - no bonfires |
| | ACB03R | Reason B03 |
| 7 | ACB04 | Trees - no trenches, pipelines or drains |
| | ACB04R | Reason B04 |
| 8 | ACC01 | Satisfactory materials (ext'n'l surfaces) |
| | ACC01R | Reason C01 |
| 9 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 10 | ACD02 | Surface water drainage - no det. submitt |
| | | Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan (2011). |
| 11 | ACH02 | Satisfactory parking - no details submit |
| | ACH02R | Reason H02 |
| 12 | ACH22 | Bicycle Parking |

- ACH22R Reason H22
- 13 ACH28 Car park management
ACH28R Reason H28
- 14 No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:
- (a) Dust mitigation measures.
 - (b) The location and operation of plant and wheel washing facilities
 - (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
 - (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:
 - (i) Rationalise travel and traffic routes to and from the site
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction relates activity
 - (iii) Measures to deal with safe pedestrian movement
 - (e) Security Management (to minimise risks to unauthorised personnel).
 - (f) Details of the training of site operatives to follow the Construction Management Plan requirements
- Reason:** In order that the Local Planning Authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policies BE1, T6, T7, T15, T18 of the Unitary Development Plan (July 2004).
- 15 ACH30 Travel Plan
ACH30R Reason H30
- 16 ACI21 Secured By Design
ACI21R I21 reason
- 17 ACK03 No equipment on roof
ACK03R K03 reason
- 18 ACK06 Slab levels - compliance
ACK06R K06 reason

Application:14/04473/FULL1

Address: St Christophers School 49 Bromley Road Beckenham BR3 5PA

Proposal: Demolition of existing single storey classrooms and construction of a two storey extension building comprising eight classrooms.



1.4/260

"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 : 14/04487/FULL6

Ward:
Shortlands

Address : 14 Pickhurst Park Bromley BR2 0UF

OS Grid Ref: E: 539481 N: 167767

Applicant : Mr & Mrs Hansra

Objections : NO

Description of Development:

Part one/two storey front/side/rear and single storey rear extensions

Key designations:

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

Proposal

UPDATE: The application was initially reported to Plans Sub Committee 1 on 22nd January 2015, and was deferred without prejudice to seek a set back of the side extension at first floor by at least 1m from the main front building line. A revised scheme has now been submitted by documents received 02.02.15. These revisions show the first floor to be set back from the main front building line by a further 0.7m than previously submitted (which indicated 0.3m), providing a full set back of 1m. This has also lead to a slight reduction in the ridge height of the roof of the extension.

The two storey element of the proposal will replace an existing single storey attached garage to the north-western side of the property. It will project 5.56m in width and retain a 1.2m distance from the flank wall to the side boundary. The single storey front element of the extension will project forward in line with the existing front gable end of the property which adjoins the neighbouring semi. This single storey front part of extension will have a pitched roof to match the pitched roof over the existing porch. The first floor element of the side extension will be set back 1m from the front elevation of the main dwelling and will have a hipped roof set slightly lower than the main ridge line of the property. To the rear the first floor element will extend 1m in depth past the existing rear building line of the property and will have a pitched roof.

Two first floor windows, a small ground floor window and set of garage doors are proposed in the front elevation of the extension. One first floor window, two doors

and a small window are proposed in the flank elevation facing no. 12. Two first floor windows are shown within the rear elevation.

The single storey rear extension will project from the rear of the proposed side extension for a depth of 4m and a width of 5.56m. It will retain a distance of 7m to the side boundary shared with the adjoining semi at no. 16 and 1.2m to the side boundary with no. 12. It will have a flat roof with a height of approximately 3m when scaled from the submitted drawings. The roof of the extension will have a large glazed lantern roof light which will project a further 0.5m in height above the flat roof. One large set of patio doors are indicated within the rear elevation and a set of patio doors indicated within the side elevation facing towards no. 16.

Location

The application site is a two storey semi-detached property on the south-western side of Pickhurst Park, Bromley. The surrounding properties are two-storey semi-detached and detached dwellinghouses of varying design.

Comments from Local Residents

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

- letters of support have been received stating that the extension will enhance the property and improve the neighbourhood and streetscene

Any further comments received will be reported verbally at the meeting.

Comments from Consultees

The Council's Highways Engineers raise no objections.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

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

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

A recent application for a 'part one/two storey front/side and single storey rear extensions' was refused under ref. 14/03288 for the following reason:

'The proposed extension would, by reason of its excessive size and lack of subservience, be overly dominant and detrimental to the appearance of this pair of semi's and character of the area in general, 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 character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

This current application is a revision of a previously refused scheme under ref. 14/03288, which was refused due to its excessive size and lack of subservience. The application was amended to remove the front gable end design, and setting the first floor element of the extension back from the front building line of the main property and lowering the ridge height of the hipped roof below the main roof. Further amended plans were received on 02.02.15 to set the first floor of the side extension back an additional 0.7m for a full 1m from the main front building line. Whilst this amended design does to some extent address the previous reason for refusal and create an element of subservience, the width of the extension remains unaltered.

The property is one of a pair of semi-detached properties and as such any extension to the side will to a degree unbalance the existing symmetry. However, the extent of this should be considered by the scale and design of the proposed extension. The property lies within a large plot considering the neighbouring sites and as such the extension would still retain a distance of 1.2m from the flank wall of the extension to the boundary. Following deferral from Plans Sub Committee on 22.01.15, as requested the first floor of the extension has been set back by 1m from the main front building line, which in addition has slightly reduced the ridge height of the extension. However, the extension will still project 5.2m from the side wall of the existing property, and considering the width of the existing property is 7m, Member's may consider that this would be excessive in size and as such the extension would still appear to be overly dominant and detrimental to this pair of semi's and the streetscene in general, and thus not adequately overcoming the previous reason for refusal.

The proposed single storey 4m deep rear extension will be located 7m from the boundary with the adjoining semi at no. 16 and 1.2m from the boundary with no. 12. The first floor element will project 1m to the rear of the existing property. The neighbouring property at no. 12 sits higher than the application site and is further separated by an attached garage along the boundary. Accordingly, the depth rear extension is not considered to cause any undue harm with regards to light or outlook. A set of doors are located within the flank elevation of the extension facing towards no. 16. However, these will predominantly overlook the garden of the host

dwelling given the 7m separation to the boundary. It is also noted that there is a close boarded fence and some existing vegetation along the shared boundary with no. 16. As such the proposed extension is not considered to cause an unacceptable degree of overlooking.

Taking into account all the above it Member's may consider that the development in the manner proposed has not overcome the previous reasons for refusal and in that it would result in an overly dominant extension which will lack subservience to the main dwelling and be detrimental to the appearance of the pair of semi's and area in general.

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

RECOMMENDATION: APPLICATION BE REFUSED

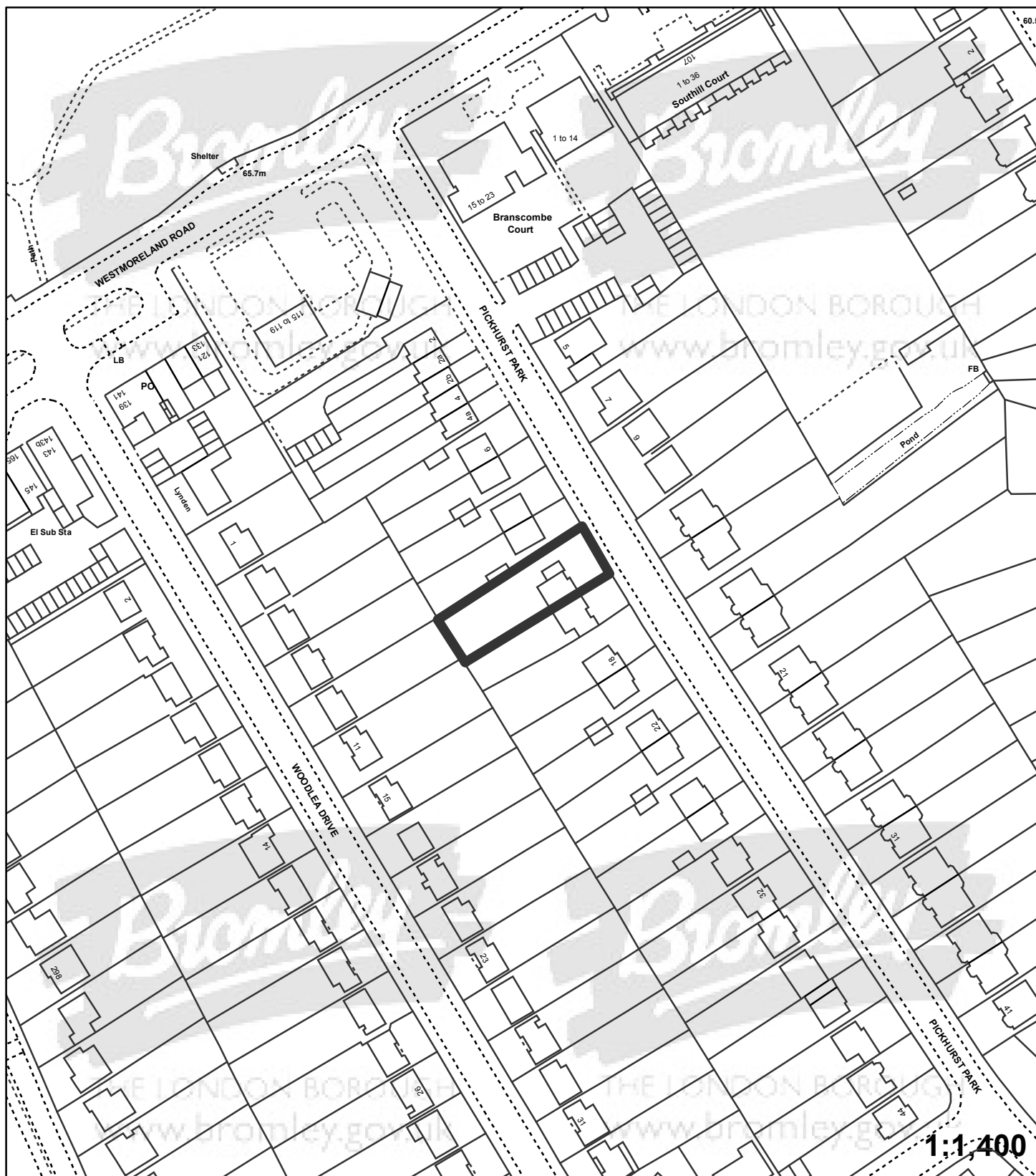
The reasons for refusal are:

- 1 The proposed extension would, by reason of its excessive size and width and lack of subservience, be overly dominant and detrimental to the appearance of this pair of semi's and character of the area in general, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.

Application:14/04487/FULL6

Address: 14 Pickhurst Park Bromley BR2 0UF

Proposal: Part one/two storey front/side/rear 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"

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SECTION '2' – Applications meriting special consideration

Application No : 14/04503/FULL1

Ward:
Kelsey And Eden Park

Address : 35 - 37 Upper Elmers End Road
Beckenham BR3 3QY

OS Grid Ref: E: 536219 N: 168388

Applicant : Mr Brian Cotton

Objections : YES

Description of Development:

Change of use of land to the rear of Nos. 39 - 57 Upper Elmers End Road from public car park (Sui Generis) to car parking in association with the use of the car showroom at Nos. 35 - 37 Upper Elmers End Road.

Key designations:

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

Proposal

The application seeks permission for the change of use of land from a public car park (Sui Generis use class) to car parking in association with the use of the car showroom at Nos. 35 - 37 Upper Elmers End Road.

Location

The site is part of the existing public car park, accessed off of Dunbar Road. The car park is owned by the London Borough of Bromley, however from a property point of view it has been agreed to lease the land to Masters Group who operate the business at Nos. 35 - 37 Upper Elmers End Road. The site would be fenced off and incorporated into the existing land to the rear of Nos. 35 - 37 Upper Elmers End Road.

Comments from Local Residents

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

- The original application was for storage only, but part of the car park is used for continual valeting and minor repairs. We would object to any expansion which could lead to a greater nuisance locally.

Comments from Consultees

Parking Services: Fully in support of the proposal.

Highways: I refer to the information received from the Car Park, Facilities & Assets Manager stating that "The car park is rarely half full and on all the occasions I've been there only 6/8 cars have parked there leaving spaces available." Therefore I raise no objection to the proposal.

Planning Considerations

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

BE1 Design of New Development

The following Council adopted SPG guidance are also a consideration:

Supplementary Planning Guidance 1 General Design Guidance

Planning History

96/02267/FULMAJ - Change of use of ground floor of Nos. 11 and 12 Goodwood Parade and building at rear from workshop to car showroom, office and car valeting and demolition of 2 lock-up garages to provide open car parking. Conditional permission. Implemented.

04/03482/FULL2 - Change of use to storage of new and used cars in association with Elmside Garage with primary access from Upper Elmers End Road, 3m high steel palisade fence and 2 CCTV columns. Granted temporary permission until 21.12.2009. Implemented.

Conclusions

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

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

The application proposes the change of use of part of a public car park, to car parking used in connection with the business at 35 - 37 Upper Elmers End Road. The agent for the application has confirmed in writing that, at present, part of the rear area of the site is used for car parking of vehicles awaiting sale or repair, although no works take place on this part of the site. For the avoidance of doubt, this piece of the land does not benefit from an extant planning permission for this use, and the current application thus seeks permission for the use of this part of the land, and an additional section of the existing public car park. The agent has confirmed in writing that the additional area of the public car park would not be used for vehicle repairs or servicing and would be used solely for car parking.

Part of the site is already in use in connection with the garage at Nos. 35 - 37 Upper Elmers End Road and, with respect to the impact of this use on the amenities of the neighbouring properties, it is noted that the Council's Environmental Health department has not received any complaints regarding noise or nuisance at the site. Two letters have been received from neighbouring properties in connection with this current planning application, raising concerns about the noise from car valeting and repairs which already take place on the land. However, the existing use of this land in this way does not benefit from planning permission. The application seeks permission for the change of use of the land solely for car parking, as has been confirmed in writing by the agent for the application. As part of any planning permission granted, it would be possible to impose a condition restricting the use of the land and preventing any repairs taking place on the land. Taking into account these restrictions on the use which can be secured by way of a condition and the distance of the neighbouring properties from the site, it is considered that the proposal would not result in any adverse impact upon the amenities of the neighbouring residential properties.

The proposal would result in the loss of approximately 9 car parking spaces from the existing public car park. In this regard, the Council's highways department raises no objection to the loss of these public car parking spaces, as it is considered that the supply of spaces exceeds the demand. Given this, it is considered that the proposal would not have an adverse impact on the local highway network.

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 highway safety.

Background papers referred to during production of this report comprise all correspondence on the files refs. 96/02267 and 04/03482, set out in the Planning History section above, excluding exempt information.

as amended by documents received on 27.01.2015

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs

- ACA01R A01 Reason 3 years
- 2 The land shall be used solely for the parking of vehicles in connection with Nos. 35 - 37 Upper Elmers End Road and no car valeting or repair works shall take place on the land at any time.
Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the neighbouring properties.
- 3 Vehicles may only gain entry to and exit from the site between the hours of 8.00am and 7.00pm Monday to Friday and 10.00am and 4.00pm on Saturdays, Sundays and Bank Holidays.
Reason: In order to comply with Policy BE1 of the Unitary Development Plan, to avoid an overintensive operation and to protect the amenities of the occupiers of nearby residential properties.
- 4 Details of the fencing to be installed to the northern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The fence shall be installed in accordance with the approved details and no alterations shall take place to the external appearance of the fence thereafter.
Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the neighbouring properties.
- 5 ACK01 Compliance with submitted plan
ACC01R Reason C01

Application:14/04503/FULL1

Address: 35 - 37 Upper Elmers End Road Beckenham BR3 3QY

Proposal: Change of use of land to the rear of No.s 39 - 57 Upper Elmers End Road from public car park (Sui Generis) to car parking in association with the use of the car showroom at Nos. 35 - 37 Upper Elmers End Road.



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

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SECTION '2' – Applications meriting special consideration

Application No : 14/04512/OUT

Ward:
Bickley

Address : 6 Woodlands Road Bickley Bromley
BR1 2AF

OS Grid Ref: E: 542408 N: 169169

Applicant : Holy Ghost Fathers

Objections : YES

Description of Development:

Partial demolition of the existing building at 6 Woodlands Road and conversion into 3 dwellings. Demolition of outbuildings and erection of two detached dwellings, detached garage, associated landscaping, parking/garaging and retention of existing access points. (HYBRID FULL/OUTLINE APPLICATION (with all matters reserved)).

Key designations:

Conservation Area: Bickley Park
Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency
Urban Open Space

Proposal

- The application has been submitted as a hybrid application involving full consideration of the partial demolition of the existing Locally Listed Building at 6 Woodlands Road and conversion of this building into 3 dwellings, and full consideration of the demolition of outbuildings on site.
- The application also involves outline consideration, with all matters reserved, for the erection of two detached dwellings, detached garage, and associated landscaping, parking/garaging and retention of existing access points. Floorplans and some elevation plans have also been submitted for illustrative purposes only.
- The host building is Locally Listed, and whilst elements of the building will be demolished, it is the extension elements that will be removed and the original building, including the original service quarters, will be retained as part of the proposal. The resulting building will be converted into three dwellings. The new unit to the eastern side of the host building will have a residential floor area of approx. 421 sq metres, comprising 4 bedrooms; the

central unit will have a floor area of approx. 360 sq metres, comprising 5 bedrooms; and the unit to the west of the host building will also have 5 bedrooms and a floor area of approx. 314 sq metres.

- At present, it is proposed to introduce a double garage at ground floor into the western wing of the retained building; one garage would serve the western unit and one garage would serve the central unit.
- The existing chapel building, which is a later addition to the site and does not form part of the Locally Listed status of the host building, would be demolished and a new detached dwelling is proposed to the east of the main building.
- There is also a garage block to the west of the retained host building, which, along with the later additions towards the rear of the host building, will be demolished. A new dwelling is proposed to be located within the resulting space to the west of the host building.

Location

The application site is located on the southern side of Woodlands Road and features a large Locally Listed Building currently in use by the Holy Ghost Fathers. The site is within the Bickley Park Conservation Area and benefits from large grounds to the rear. The host building itself was originally designed by CHB Quennell in 1911, and is one of the original houses on this estate from the early years of the twentieth century.

Comments from Local Residents

Nearby residents were notified and comments were made which can be summarised as follows:

- The application is in Outline form, but LBB will still need to be satisfied that an acceptable design solution can be achieved for 5 dwellings on this sensitive site;
- The submitted detail does not indicate that a satisfactory solution will be achieved;
- The layouts for the Locally Listed Building imply alterations to the front return elevation, removing original Quennell details, which would cause harm to the host building;
- The new dwellings should be more subservient to the Locally Listed Building, by being set back and reduced in size to respect the setting of the Locally Listed Building;
- The 5 new dwellings will likely generate a significant level of additional traffic, during construction and once in use;
- Unless the developer makes a significant contribution to repair the surrounding roads, permission should be refused;
- The material is insufficient to allow a confident judgement on the merit and acceptability of development as proposed;
- A conditional outline permission reserving layout and detailed design would weaken LBB's ability to ensure a scheme that would preserve or enhance the conservation area;

- Woodlands Road is maintained by residents, concerned that if the application is permitted, the impact upon the local environment and the road surface in particular will be considerable;
- Should permission be granted, would ask Members to include a condition stipulating that the Holy Ghost Fathers undertake to make good any damage and restore Woodlands Road to pristine condition following completion of works;
- Any access to construction traffic should be restricted to Woodlands Road from Pines Road, and possibly St Georges Road/Woodlands Road, from Bickley Park Road;
- Such a planning gain would do much to preserve and enhance the appearance of this Conservation Area;
- Application is contrary to Policies BE1, BE10, BE11, T13 and the Bickley Park Conservation Area SPG.

Comments from Consultees

No objections raised by Council's Highways Engineer, Thames Water, Environmental Health, Council's Drainage Engineer, or English Heritage, subject to conditions should approval be granted.

Advisory Panel for Conservation Areas (APCA) raised concerns which can be summarised as follows:

- Sensitive site in the CA including a locally listed building by a distinguished architect;
- An outline application should provide detailed drawings - this application is lacking;
- Support principle of 5 dwellings, subject to a suitably sensitive scheme;
- Massing and bulk of the large house is unacceptable in relation to the locally listed building;
- 2 new buildings should be set back further to respect setting of the locally listed building;
- Introduction of garages and garage doors into the front elevation of what was part of the original domestic accommodation is unacceptable.

Planning Considerations

From a heritage point of view, the retention of the original locally listed building is welcomed. The loss of the glasshouse and the chapel building, both of which are later additions to the site, is not objectionable. There is an insufficient level of detail for the proposed new dwellings in order to fully assess the impact upon the locally listed building, however these matters would be dealt with under a subsequent application for full planning approval.

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

BE10 Locally Listed Buildings
BE11 Conservation Areas
BE12 Demolition in Conservation Areas
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
T3 Parking
T18 Road Safety
NE7 Development and Trees

Supplementary Planning Guidance 1 and 2
Supplementary Planning Guidance: Bickley Park Conservation Area

London Plan Policies:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
5.1 Climate Change
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
6.9 Cycling
6.13 Parking

The Mayor's Supplementary Planning Guidance: Housing

National Planning Policy Framework

Planning History

With regard to planning history on the site, permission was granted under ref. 91/02524, for change of use of part of the building to residential care home.

Conclusions

The application has been submitted as a hybrid application involving full consideration of the partial demolition of the existing Locally Listed Building at 6 Woodlands Road and conversion of this building into 3 dwellings, and full consideration of the demolition of outbuildings on site. The application also involves outline consideration, with all matters reserved, for the erection of two detached dwellings, detached garage, and associated landscaping, parking/garaging and retention of existing access points.

In determining the application, the key considerations include the impact upon the conservation area, the setting and character of the Locally Listed Building, the amenities and living standards of future residents, adequate parking arrangements and any harm resulting from those provisions, as well as the visual impact upon the amenities of neighbouring residents.

This application should be considered in two stages. Firstly, it is important to establish whether the partial demolition of the outbuildings and some of the later additions to the host building are acceptable. It is considered that the elements of the building that will be demolished under full planning permission are not of any significant architectural merit, and the principle of the loss of the chapel building (an extension to the original Quennell building) and the outbuildings (also later additions to the site) is not considered to be controversial. By demolishing part of the buildings on site that do not form the original host building, it will be possible to better reveal the original building. Whilst the locally listed protection does not cover the internal elements of the original host building, the general layout of the main house and many original features are being retained which is encouraging. The proposed dwellings to be created through the conversion of the original host building would meet London Plan minimum sizes and would provide a good standard of accommodation for future occupiers. The introduction of two new garages within the western service wing causes concern for the appearance of the locally listed building, and it is considered that this element of the proposal should be resisted. Further details of how this elevation will be treated can be controlled by condition and dealt with.

The full details of the two new dwellings to be sited either side of the original host building are reserved to be dealt with under a subsequent application, however illustrative details have been submitted which indicate that the two new buildings would be set slightly back from the front elevation of the original host building which is considered to preserve the setting of the locally listed building.

In defining the character of the Conservation Area, the Bickley Park SPG states:

"Along with the consistency of scale and density still evident in much of the Area, there is a cohesive effect resulting from the large number of mature trees and established gardens, enhancing the impression of individual buildings sitting comfortably in a park-like setting."

The existing trees and landscaping along the frontage of the site will be retained as part of the current proposal, which will minimise any disturbance to the character of the area and streetscene in general. In addition, the open rear landscaped gardens will be retained as amenity space for future occupiers of the site, with minimal changes made. There is an existing in-and-out driveway to the front of the existing buildings which will be retained, although as this detail is a reserved matter it could be subject to change as part of any future application. The principle of retaining the layout as existing however is acceptable.

With regard to the principle of the two new dwellings, the eastern dwelling is shown in the illustrative plans to occupy a large proportion of the footprint of the existing chapel wing and although all matters are reserved, the indicative plans appear to show that the footprint would be similar to that of the main Quennell building that would be converted, which would appear to reflect the prevailing development in the area. Any development should accord with the spatial standards of the area and factor in the existing building with the SPG stating that:

"Insertion of new structures within plots, which are already developed, will generally require constraint in scale and careful positioning to ensure that they do not detract from the established character and appearance"

Whilst a new dwelling to this part of the site may be acceptable, it should have recognition of, and response to, the predominant scale, form and detailing of contributory buildings, and reflect the bulk and spatial composition of structures and intervening spaces. The plans indicate that there would be a minimum separation of approximately 8 metres between the flank elevations of the new dwelling and the original building, and a separation of 3 metres between the flank elevation of the new dwelling and new property boundary, with a retention of approximately 7 metres between the eastern flank elevation and eastern property boundary shared with Englefield, 8 Woodlands Road. This indicative separation to the property boundary is considered acceptable and unlikely to result in undue harm to the residential or visual amenities of the residents of the neighbouring properties, and will prevent a cramped appearance within the streetscene and conservation area. The principal elevation would be set subserviently to the retained building, and the general design features that would form the new dwelling to the east of the main building would, according to the indicative plans, echo the design features of the original building that would be retained. The overall height would be similar to the retained building, and it would also introduce a front gable feature which would be akin to the features within the original Quennell building. This would therefore comply with the aims of the Bickley Park SPG which seeks to minimise impact upon original buildings and ensure any new development does not detract from the established character and appearance of existing buildings. It is considered therefore that in principle a dwelling could be located to this side of the site.

The proposed new dwelling to the west of the retained building would be of a smaller footprint, and the design would echo a coach house style of building that would historically be found to the side of a large dwelling. The indicative plans illustrate that there would be a minimal separation of 3 metres to the western property boundary shared with 4 Woodlands Road, and a separation of approximately 2.1 metres to the eastern boundary shared with the original building, increasing in separation further rearward into the plot. These separation distances are considered acceptable in principle, and whilst the full details of this residential unit would again be reserved for a subsequent application, it is considered that by demolishing the existing garage building to the side there is scope for some form of residential unit in this location, subject to full planning approval in the future.

The locally listed building will be retained and converted back to residential use in the form of 3 units, the principle of which is considered to be acceptable. The proposed dwellings to be created through the conversion of the original host building would meet London Plan minimum sizes and would provide a good standard of accommodation for future occupiers, and the principle of two new dwellings to be sited either side of the original building is accepted. The separation to the property boundaries, although indicative only, appears acceptable and unlikely to result in a detrimental impact upon the residential and visual amenities of the occupiers of neighbouring properties. Setting the two new dwellings back from the front elevation of the original host building will help to enhance the setting

of the locally listed building, and prevent a detrimental impact upon the character of the Bickley Park Conservation Area. All of the resulting units will benefit from private amenity space, the levels of which are considered acceptable in principle. Some of this detail will be determined at reserved matters stage, but it is clear that a satisfactory scheme can be created.

Concerns are raised with regard to the introduction of two garages within the ground floor element of the western wing of the retained original building, however it is suggested full details of this element of the development can be agreed by way of condition.

Concerns were raised by local residents, relating to a number of separate matters. It is considered that the concerns raised have been duly noted and considered during the production of this report, and where necessary further details will be requested by way of planning condition and subsequent applications for full approval.

Members are therefore requested to determine that on balance the proposal is acceptable and worthy of permission being granted.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/04512 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | | |
|----|-----------------|---|--|
| 1 | ACA02
ACA02R | Details req. pursuant outline permission
Reason A02 | access,
appearance, landscaping, layout and scale |
| 2 | ACA03
ACA03R | Compliance with landscaping details
Reason A03 | 1 |
| 3 | ACA07
ACA07R | Boundary enclosure - no detail submitted
Reason A07 | |
| 4 | ACB01
ACB01R | Trees to be retained during building op.
Reason B01 | |
| 5 | ACB02
ACB02R | Trees - protective fencing
Reason B02 | |
| 6 | ACB03
ACB03R | Trees - no bonfires
Reason B03 | |
| 7 | ACB04
ACB04R | Trees - no trenches, pipelines or drains
Reason B04 | |
| 8 | ACB16
ACB16R | Trees - no excavation
Reason B16 | |
| 9 | ACC01
ACC01R | Satisfactory materials (ext'n'l surfaces)
Reason C01 | |
| 10 | ACD02
AED02R | Surface water drainage - no det. submitt
Reason D02 | |
| 11 | ACD06 | Sustainable drainage system (SuDS) | |

- AED06R Reason D06
- 12 Detailed drawings or samples of materials, as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun: elevation and floor plans for the western service wing of the retained locally listed building.

Reason: In order to comply with Policy BE10 of the Unitary Development Plan and in the interest of the architectural and historic interest of the Locally Listed Building.

- 13 ACH02 Satisfactory parking - no details submit
ACH02R Reason H02
- 14 ACH04 Size of parking bays/garages
ACH04R Reason H04
- 15 ACH05 Size of garage
ACH05R Reason H05
- 16 ACH06 Parking space in front of garage
ACH06R Reason H06
- 17 ACH08 Details of turning area
ACH08R Reason H08
- 18 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 19 ACH17 Materials for estate road
ACH17R Reason H17
- 20 ACH18 Refuse storage - no details submitted
ACH18R Reason H18
- 21 ACH22 Bicycle Parking
ACH22R Reason H22
- 22 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 23 ACH26 Repair to damaged roads
ACH26R Reason H26
- 24 ACH29 Construction Management Plan
ACH29R Reason H29
- 25 ACH32 Highway Drainage
ADH32R Reason H32
- 26 ACI02 Rest of "pd" Rights - Class A, B,C and E

Reason: In order to comply with Policies H7, BE1, BE10 and BE11 of the Unitary Development Plan and to prevent overdevelopment of the site, to prevent a detrimental impact upon the setting of the Locally Listed Building, and to preserve the character of the Bickley Park Conservation Area.

- 27 ACI21 Secured By Design
ACI21R I21 reason
- 28 ACK05 Slab levels - no details submitted
ACK05R K05 reason
- 29 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Reason: In order to comply with Policies BE11 and T3 of the Unitary Development Plan, and to protect the visual character of the Bickley Park Conservation Area.

INFORMATIVE(S)

- 1 In your own interest you should consult with the Development Control Section at the Civic Centre before preparing detailed plans. Please telephone 020 8313 4956 or e-mail planning@bromley.gov.uk to arrange an appointment.
- 2 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

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

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

- 3 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. 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 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.
- 5 If during works on site suspected contamination is encountered, Public Protection should be contacted immediately. 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.
- 6 Before the use commences, the applicant is advised to contact the Pollution Team of Public Protection regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.
- 7 The applicant is advised that 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

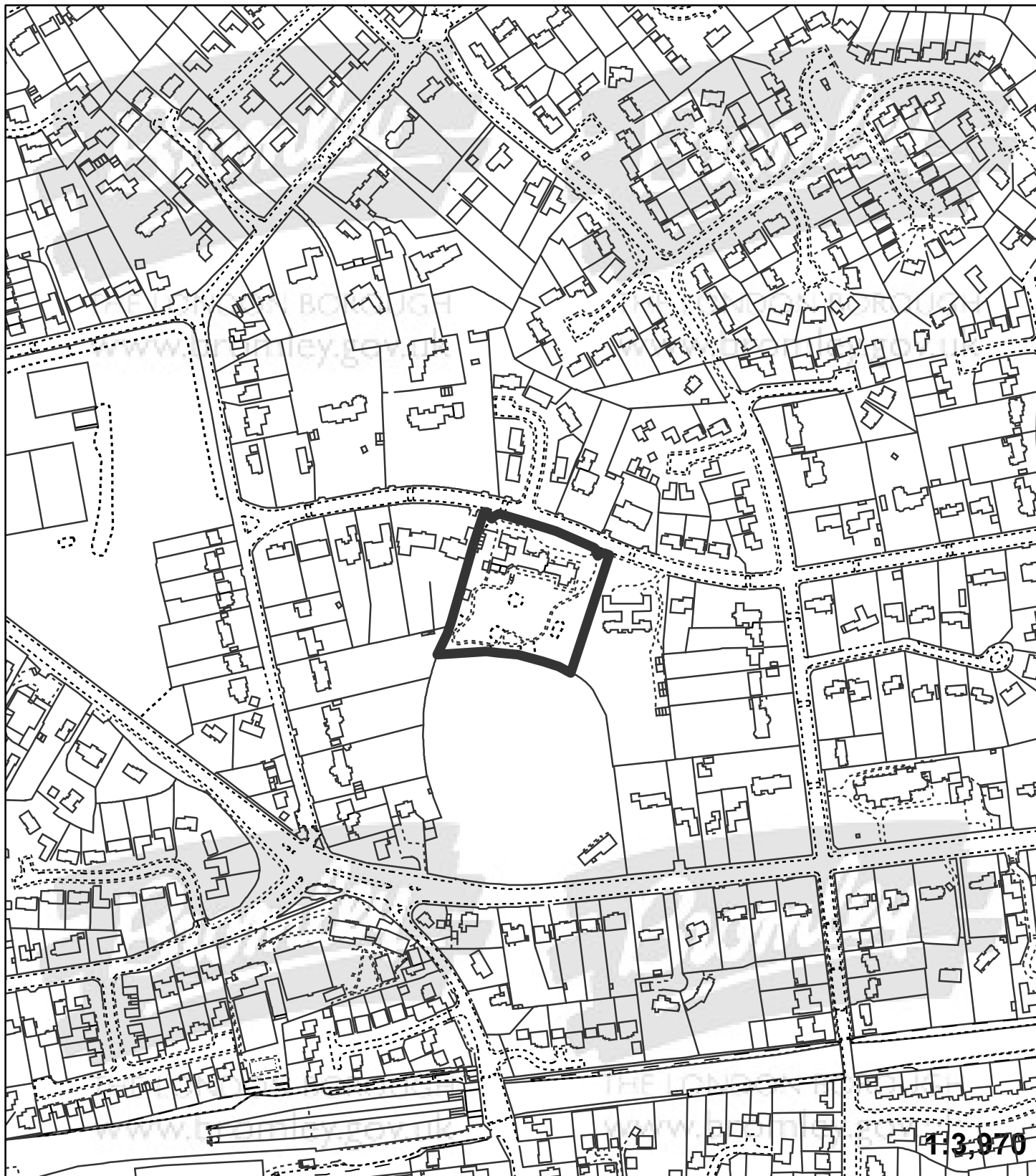
required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

Application:14/04512/OUT

Address: 6 Woodlands Road Bickley Bromley BR1 2AF

Proposal: Partial demolition of the existing building at 6 Woodlands Road and conversion into 3 dwellings. Demolition of outbuildings and erection of two detached dwellings, detached garage, associated landscaping, parking/garaging and retention of existing access points. (HYBRID



"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 : 14/04528/PLUD

Ward:
Bromley Town

Address : 17 Cameron Road Bromley BR2 9AY

OS Grid Ref: E: 540180 N: 167977

Applicant : Mrs B Hammond

Objections : YES

Description of Development:

Single storey side extension
CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT

Key designations:

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

Proposal

The proposal is for a Certificate of Lawfulness for a proposed development and is for a Single storey side extension to northern elevation

Location

The application site consists of a two storey detached dwellinghouse. The site is not within a designated Conservation Area, however, it is covered by a blanket Tree Protection Order (TPO).

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received from the owners/occupiers of No.15 which can be summarised as follows:

- Effect on silver birch tree in neighbouring garden
- Plans are inaccurate and misleading
- Position of tree misrepresented
- Insufficient clarity to enable the LPA to understand "exactly what is involved in the proposal"
- Diagrams provided ignore the current lay of the land

- Will require levelling and a pathway in front of the proposed store room to gain access
- Such work would not be permitted development as it would extend beyond the current wall which fronts a highway
- Nowhere is this work mentioned
- Wall will have to be demolished
- Works will affect grass area, driveway and stability of neighbouring land
- Propose to build on land over which there is a dispute over ownership
- Central heating vent will discharge onto neighbouring property
- Position of tree is not shown accurately on plan - only 30 cm's away from boundary
- In breach of policy NE7
- Application does not contain any statement referring to neighbouring owners interest in land under article 21(2)(c)
- No reference to any works which will be required to area in front of extension.

Planning Considerations

The application requires the Council to consider whether the extension would be classified as permitted development under Class A, Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, (as amended) and whether any permitted development rights are restricted.

Members will appreciate that Lawful Development Certificates are a legal determination based upon factual information. It is therefore not possible to take into account comments or other considerations related to the normal planning merits of the case.

Planning History

Under application ref.13/03893, an application for a part one/two storey side/rear extension and single storey front extension and elevational alterations was refused. The reason for refusal was:

The proposed extension is likely to adversely affect the long term future of the birch tree at the adjacent property, No. 15 Cameron Road, which contributes to the character and appearance of the area and which would be contrary to Policy NE7 of the Unitary Development Plan.

More recently, a planning application was submitted but subsequently withdrawn for a Part one/two storey side/rear extension and single storey front extension and elevational alterations (ref.14/02323).

Conclusions

Class A. The enlargement, improvement or other alteration of a dwellinghouse

The following criteria apply to this proposal:

- a) As a result of the works, the total area of ground covered by buildings (other than the original dwellinghouse) would not exceed 50% of the total area of the curtilage (excluding the ground area of the original dwellinghouse);
- b) the height of the part of the dwellinghouse enlarged would not exceed the height of the highest part of the roof of the existing dwellinghouse;
- c) the height of the eaves of the part of dwellinghouse enlarged would not exceed the height of the eaves of the existing dwellinghouse;
- d) the enlarged part of the dwellinghouse would not extend beyond a wall which— (i) fronts a highway, and (ii) forms either the principal elevation or a side elevation of the original dwellinghouse;
- e) the enlarged part of the dwellinghouse would have a single storey and would not extend beyond the rear wall of the original dwellinghouse, nor would it exceed 4 metres in height;
- f) the enlarged part of the dwellinghouse would have a single storey;
- g) the enlarged part of the dwellinghouse would be within 2 metres of the boundary of the curtilage of the dwellinghouse and the height of the eaves of the enlarged part would not exceed 3 metres;
- h) the enlarged part of the dwellinghouse would extend beyond a wall forming a side elevation of the original dwellinghouse and would not:
 - (i) exceed 4 metres in height,
 - (ii) have more than one storey, or
 - (iii) have a width greater than half the width of the original dwellinghouse;;
- i) the development proposed does not consist of or include any of the following:
 - a veranda, balcony or raised platform;
 - a microwave antenna;
 - a chimney, flue or soil and vent pipe;
 - an alteration to any part of the roof of the dwellinghouse.

The dwellinghouse is not on article 1(5) land.

Furthermore, the application site appears to benefit from full permitted development rights for a dwellinghouse.

The proposed rear extension would fall within permitted development under Class A, subject to the following condition being met:

- a) the materials used in any exterior work shall be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse.

Background papers referred to during production of this report comprise all correspondence on the files refs.14/04528, 14/02323 and 13/03893 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:14/04528/PLUD

Address: 17 Cameron Road Bromley BR2 9AY

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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SECTION '2' – Applications meriting special consideration

Application No : 14/04590/VAR

Ward:
Penge And Cator

Address : 45 Oakfield Road Penge London SE20
8RD

OS Grid Ref: E: 535030 N: 170479

Applicant : Home Retail Group

Objections : NO

Description of Development:

Section 73 application planning permission to vary condition 17 of planning permission DC/83/00924 to allow the sale of A1 non-food goods (a maximum of 185 sqm) from within existing Homebase store.

Key designations:

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

Proposal

This is a Section 73 application planning permission to vary condition 17 of planning permission ref. 83/00924 to allow the sale of all A1 non-food goods (a maximum of 185sqm) from within existing Homebase store.

Homebase Retail Group is seeking planning permission to vary planning permission to vary Condition 17 of planning permission ref. 83/0924 to allow the sale of all A1 non-food goods from a maximum of 185sqm of the existing Homebase sales area. The use would be restricted so that it could only be operated by Catalogue Showroom Retailer Argos.

In real terms this would enable a 'click and collect' Argos 'insert' to be provided inside the existing Homebase store. Argos and Homebase are owned by the Home Retail Group who have decided to adapt their business to the changing retail

market and are adding Argos 'inserts' to their Homebase stores up and down the country.

Location

The proposed catalogue retailer would be located inside the existing Homebase store on Oakfield Road, Penge. The store is located on the outskirts of Penge Town Centre.

Comments from Local Residents

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

Comments from Consultees

Highways - The proposed 'insert' would utilise a maximum of 185sqm of the Homebase sales area (5% of the main buildings GIA) (excluding the garden centre). It will essentially operate as a 'concession'.

The existing access would remain as existing, I am therefore of the opinion that the development would not have a significant impact on the parking demand within the local road network and therefore raise no objections.

Include condition H03 (Car Parking) with any permission

Planning Considerations

S7 Retail and Leisure Development outside existing centres
T3 Parking

London Plan (2011)

National Planning Policy Framework (2013)

Planning History

There is an long history associated with the site but the main application of interest is the original permission for the store which was granted in 1983 under planning application ref. 83/00924 for 'vacant site at junction of Oakfield Road and Meaford Way. Detached building for the retail sale of DIY home improvements builders merchants and garden products with ancillary car parking'. Condition 17 of this permission restricted the types of goods which could be sold from the premises.

Conclusions

The key issues for consideration are:

- The impact on the vitality and viability of nearby Penge town centre
- The impact on the character and appearance of the surrounding area

- The impact on parking and highway safety

The impact on the vitality and viability of nearby Penge Town Centre

National and local planning policies recognise the importance of ensuring new retail development is located appropriately to ensure that the vitality and viability of existing centres are not harmed by new retail development.

The National Planning Policy Framework (NPPF) sets out two key tests that should be applied when planning for new retail units not in an existing town centre and which are not in accordance with an up to date Local Plan; the sequential test and the impact test. Given that the 'insert' would effectively be a concession and not a separate retail unit, it is not considered that the sequential test is required. The impact test only applies where the unit is 2500sqm in size. As the insert would not be up to 185sqm, the impact test is not required. Therefore the proposal is considered to conform with national planning policy.

The UDP is the most relevant local planning policy with regards the proposal and states that shops draw people into the town centre and are central to stimulating the local economy. Securing the town centre as the most desirable place to shop and spend time is fundamental to its rejuvenation and the improvement of the town's image and character. Policy S7 of the UDP requires (i) there is a need for the proposal (ii) all potential sites within the town, district, local or neighbouring centres and parades have been thoroughly assessed, followed by an assessment of edge of centre sites within easy walking distance of the primary shopping area, (iii) the applicant can demonstrate that they have been flexible about the format, scale, design, car parking provision and the scope for disaggregation in the sequential search for sites.

Paragraph 3.21 of the applicants supporting statement states a market overview of Penge Town Centre has been undertaken by BNP Paribas Real Estate, dated 7th November 2014 and is reproduced at Appendix A. This assessment confirms that there are no available, suitable or viable units within either of these centres.

In order to assess the impact on the vitality and viability of the town centre, it is important to understand how the insert would be used. It would operate as a 'click and collect' point, enabling customers to order and pay for goods in the store and collect them either at the time or at a later time/date. There would be no ability for browsing of actual products at the store, only via digital means. Given that browsing would not be possible at the store it would not take trade away from the high street where members of the public could go and browse and buy goods straight away. Overall, the proposal is not considered to have a detrimental impact on the vitality and viability or attractiveness of the town centre.

The impact on the character and appearance of the surrounding area

The proposal would have no impact on the character and appearance of the surrounding area as it would be located within an existing retail unit, utilising existing retail space.

The impact on parking and highway safety

As above the proposal would have no impact on parking requirements or highway safety as the proposal would utilise existing retail space.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/04590 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 3 The use hereby permitted shall only operate between the hours of 0800 - 2000 on Monday-Thursday, 0800-2100 on Fridays, 0800-2000 on Saturdays and 1000 - 1600 on Sundays and no deliveries shall be made to or from the site outside these hours.

Reason: To protect the amenities of nearby residential occupiers and in order to comply with Policies BE1 and S7 of the Unitary Development Plan.

- 4 Car parking spaces and turning space shall be completed in accordance with the approved details and thereby shall be kept available for such use and no development whether permitted by the Town and Country Planning General Development Orders 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: Development without adequate parking or garage provision is likely to lead to parking inconvenient to other road users and to be detrimental to amenities and prejudicial to road safety.

- 5 The premises shall be used for retail sale of D.I.Y, home improvements, builders merchants and garden products, inclusive of the sale of non-food goods by a catalogue retailer Argos from up to 185sqm of the existing sales area and for no other purpose.

Reason: To enable the Council to consider alternative uses of the premises in order to safeguard the amenities of the locality and to accord with the terms of the application.

- 6 The boundary of the site shall be permanently maintained.

Reason: To protect the amenity of the area.

- 7 The sight lines of 4.5m x 60m at the junction of Meaford Way and Oakfield Road shall be provided within the site and with the exception of trees selected by the Director of Technical Services no obstruction to visibility shall exceed 1m in height in advance of these sight lines.

Reason: In the interests of pedestrian and vehicular safety.

- 8 The egress to Oakfield Road shall be provided with 1.5m x 1.5m visibility splays and there shall be no obstruction to visibility in excess of 1m in height in advance of these sight lines.

Reason: In the interests of pedestrian and vehicular safety.

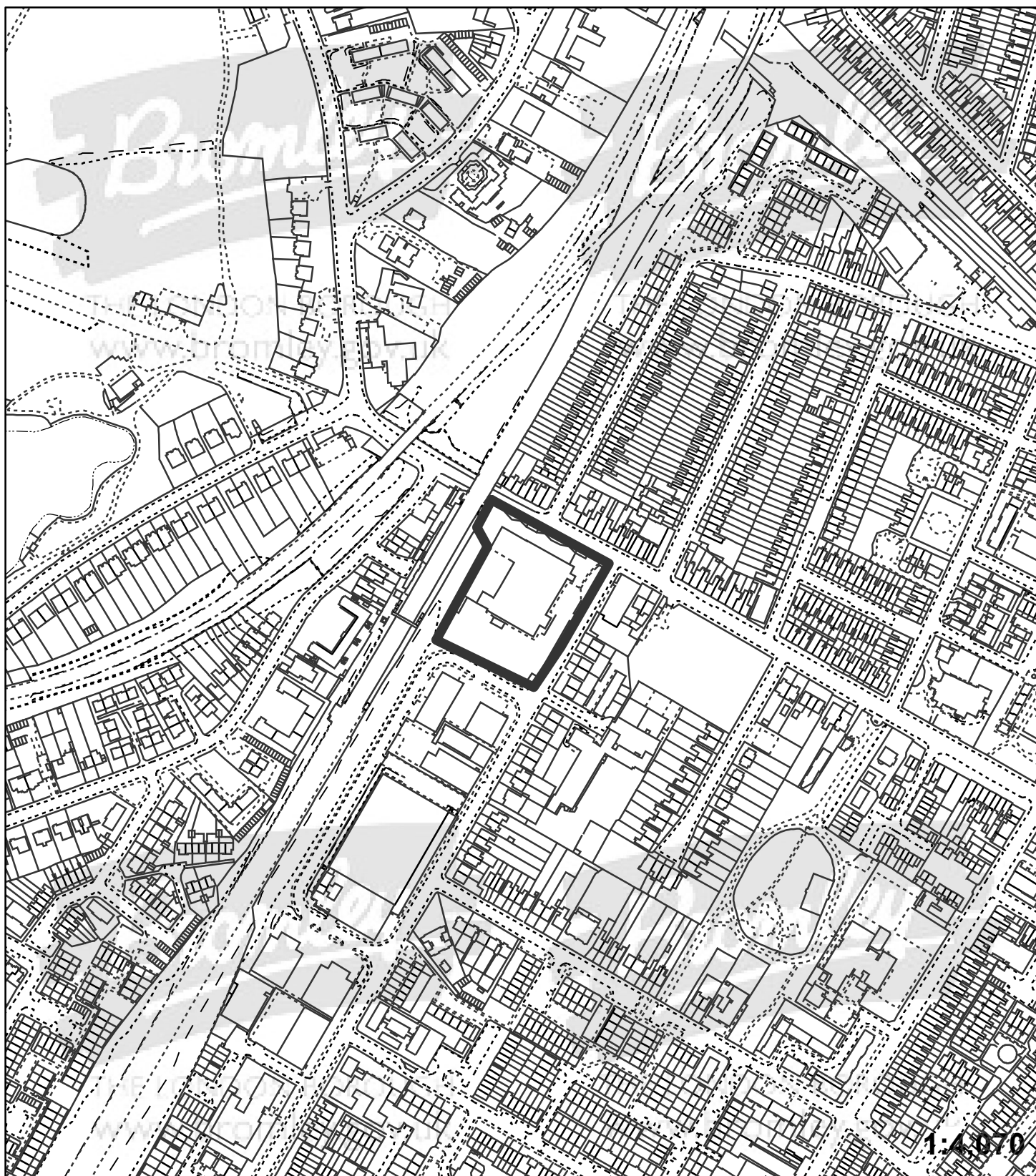
9 The vehicular access to Oakfield Road shall be used only as an egress and the barrier shall be erected to prevent vehicles entering the site from Oakfield Road to the satisfaction of the Director of Technical Services.

Reason: In the interests of pedestrian and vehicular safety.

Application: 14/04590/VAR

Address: 45 Oakfield Road Penge London SE20 8RD

Proposal: Section 73 application planning permission to vary condition 17 of planning permission DC/83/00924 to allow the sale of A1 non-food goods (a maximum of 185 sqm) from within existing Homebase 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 : 14/04615/FULL2

Ward:
Penge And Cator

Address : 20 Snowdown Close Penge London
SE20 7RU

OS Grid Ref: E: 535558 N: 169762

Applicant : Mr Glenn Paten

Objections : NO

Description of Development:

Change of use of existing building (Use Class A2) to a community centre (Use Class D1)

Key designations:

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

Proposal

Planning permission is sought for a change of use of the existing building (Use Class A2) to a community centre (Use Class D1).

The last formalised use of the property was as a Citizens Advice Bureau (Use Class A2). Although it is acknowledged that the operation of the building has recently been as a community hall (Use Class D1) operated by Christ Central Church. This use does not have the benefit of planning permission. This application seeks to regularise the use of the building as a community building.

The activities currently taking place have been detailed in extra information supplied by the applicant on 14/1/2015.

In summary, these activities include music classes, children's kids club, drop in sessions for older children aged 11-16, a homework club and other youth groups. The building is also used for music rehearsals and local band practice, and as a committee meeting place for organisers of the Pengeulum Festival.

Location

The site is located at the north eastern end of Snowdown Close in a primarily residential area and comprises a single storey building of 181m² footprint. A car parking area exists to the rear of the site accessed from Kenilworth Road and Westbury Road. Royston fields recreation ground lies to the north of the site.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and one representation was received from the Penge Forum which can be summarised as follows:

"On behalf of Penge Forum, the Residents' Association representing the Penge & Cator Ward, I would like to register our support for this application. It has always seemed wrong that the previous use for this building (a Citizens Advice Bureau) was classified as A2. I realise this is an official classification but financial and business advice does not adequately represent the work of CABs. The Bureau offered a much more comprehensive service than is implied on this designation.

However, since the Bureau was forced out of this office, the building has been used, with the consent of the owners, as a much valued Youth Centre for the whole of the area. This has continued for a prolonged period. We believe this should be reflected in the D1 classification sought by the church which runs the youth club."

Comments from Consultees

Highways Officer:

I refer to the additional information provided (on 14/1/2015) regarding the current community use. I can confirm that in my opinion the development would not have a significant impact on the traffic and parking demand within the local road network.

Environmental Health - Pollution:

I have looked at this application and in principle would have no objections to permission being granted.

Planning Considerations

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

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- C1 Community Facilities
- BE1 Design of New Development

London Plan

3.17 Health and Social Car facilities

- 6.9 Cycling
- 6.13 Parking

Planning History

There is no relevant planning history relating to the site.

However, a planning application (ref.14/04144) for the demolition of the existing building and construction of a two storey building comprising 6 two bedroom flats) is also to be considered on this agenda.

Conclusions

The main issues to consider in respect of this proposal are the impact upon the residential amenities of the locality and the community benefits of the proposal, which must be weighed against any other considerations.

Principle of Change of Use

Policy C1 states that a proposal for development or change of use that meets an identified health, education, social, faith or other needs of particular communities or areas of the Borough will normally be permitted provided that it is accessible by modes of transport other than the car and accessible to the members of the community it is intended to serve.

In this case, the permanent permission for a community building will enable the continued provision of a valuable community resource for the area for activities including youth clubs and other activities as described above which have been successfully ongoing at the site for a number of months. Therefore, it is considered that the proposal complies with Policy C1 of the UDP which seeks to protect existing community facilities and to promote the provision of developments which would meet the current and future health, education, faith, social or other needs of communities and that these contribute to the Council's quality of life objectives.

Due to the fact that there will be no change to the physical appearance or operation of the building, the proposal is not considered to be harmful to the amenities of neighbouring residents, with the use proposed to continue as it has done in recent months. However, planning conditions to control the hours of use and to prevent noise and disturbance being experienced outside of the building are recommended.

Parking

No objection has been raised from the Council's Highways officer on the basis that there are 6 parking spaces provided for the development. Access to the parking area is from Kenilworth Road and Westbury Road via an existing arrangement leading to the area indicated for the 6 spaces. Free parking is also available in the locality with easy access to public transport with a PTAL of 4 (good). Therefore due to the relatively minor impact the additional units will have on parking issues in the

vicinity it is considered the proposal would generally be in accordance with UDP Policies T3 and Policy 6.13 of the London Plan (2011).

Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. The proposal would provide a community facility and would have no significant impact on the character or appearance of the locality.

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

as amended by documents received on 14.01.2015

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACK01 Compliance with submitted plan

Reason: In order to comply with Policies C1 and BE1 of the Unitary Development Plan and to safeguard the amenities of the adjoining premises and the area generally.

- 3 The use of the building shall not operate before 09:00 and after 23:00 on any day.

Reason: In the interests of the amenities of nearby residential properties and to comply with Policy BE1 of the Unitary Development Plan.

- 4 No music, amplified sound system or other form of loud noise (such as singing or chanting) shall be used or generated which is audible outside the premises or within adjoining buildings.

Reason: In the interests of the amenities of nearby residential properties and to comply with Policy BE1 of the Unitary Development Plan.

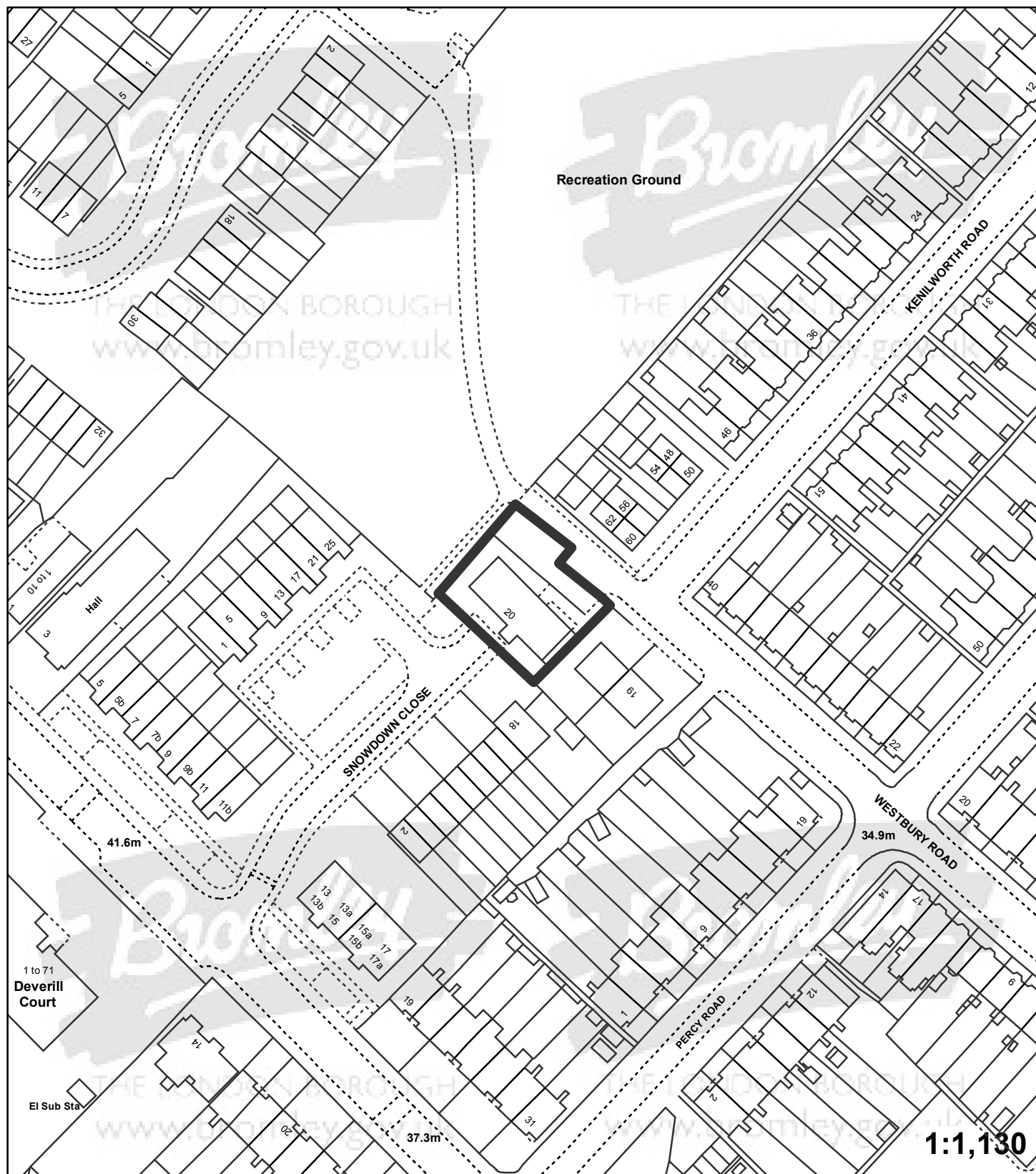
INFORMATIVE(S)

- 1 The applicant is reminded that any material alterations to the buildings external structure will require a further application for planning permission. Any installation of advertising boards or fascia will also require an application for Advertisement Consent.

Application:14/04615/FULL2

Address: 20 Snowdown Close Penge London SE20 7RU

Proposal: Change of use of existing building (Use Class A2) to a community centre (Use Class D1)



"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 : 14/04862/FULL1

Ward:
**Bromley Common And
Keston**

Address : 33 Oakley Road Bromley BR2 8HD

OS Grid Ref: E: 542065 N: 165731

Applicant : Mr Michael Bourke

Objections : YES

Description of Development:

Single storey extension to an existing detached storage building (for additional storage and staff welfare facilities associated with store managers office area) plus hardstanding areas for staff parking in conjunction with existing business use.

Key designations:

Conservation Area: Bromley Hayes And Keston Commons
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London Distributor Roads

Proposal

It is proposed to extend the existing single storey storage building at the rear of the site with a single storey extension for additional storage and staff welfare facilities along with resurfacing of the existing hardstanding for vehicle parking at rear.

The applicant has provided a supporting statement setting out the justification behind this resubmission. Members can view this report in the file.

Location

The application site is located on the eastern side of Oakley Road and the area where the works are proposed are to the rear of the host building, which can be accessed via an access track from Cross Road or along the side of the host building.

Comments from Local Residents

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

- act as power of attorney for neighbouring resident;

- legal access to garages at rear, and if this application impedes access then this would be an issue.
- overdevelopment of the site
- noise and disturbance
- harm the character of the Conservation Area
- pressure on car parking

Comments from Consultees

Council Highways Engineer requested that a Swept Path Analysis is provided. The applicant has been advised of this. It is noted that under the previous application the development was regarded as acceptable from a Highways point of view .

The Metropolitan Police advice attaching a Secured by Design condition.

Any comments from the Environmental Health officer will be reported verbally.

Planning Considerations

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

BE1 Design of New Development

BE11 Conservation Areas

T3 Parking

History

13/04293 for single storey extension to existing storage building at rear of 33 Oakley Road, and resurfacing of hardstanding for vehicle parking at rear was refused for the following grounds:

The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces, and the bulk and height of the resulting building would detract from the character of the building and would harm the character and appearance of this part of the Bromley Hayes and Keston Commons Conservation Area, contrary to Policies BE1 and BE11 of the Unitary Development Plan.

14/02201 for single storey extension to existing storage building at rear of No 33 Oakley Road and resurfacing/extension of hardstanding for vehicle parking at rear was refused for the following grounds:

The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces, and the bulk and height of the resulting building would detract from the character of the building and would harm the character and appearance of this part of the Bromley Hayes and Keston Commons Conservation Area, contrary to Policies BE1 and BE11 of the Unitary Development Plan.

Conclusions

The revised scheme has been submitted to take account of the previous refusals. The reconfiguration of the building footprint and the reduction in extension width has reduced the impact in respect of the extensions bulk when viewed from the rear of the properties in Oakley Road.

A pitched roof design has been adopted, which incorporates decreasing ridge heights which help to reduce the impact of the extension. This is a smaller building than at the rear of 13 Oakley Road. The change in building layout allows for a reduction in tarmacked area. The use will be for Task Security staff only. Members may wish to consider the use of a personal permission should the application be considered satisfactory. Previously, the land was used for removal vans and there will be no vehicular access from the rear of the site.

Overall, Members may consider that the revised plans notwithstanding the comments received locally, results in a scheme that is not harmful to the character of the Conservation Area or unduly harmful to the amenities of the local residents.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACK01 Compliance with submitted plan
 ACC03R Reason C03
- 3 The building hereby permitted shall only be used for purposes ancillary to
 the main use at 33 Oakley Road, Bromley and for no other purpose.
 ACI23R Reason I23R

Application:14/04862/FULL1

Address: 33 Oakley Road Bromley BR2 8HD

Proposal: Single storey extension to an existing detached storage building (for additional storage and staff welfare facilities associated with store managers office area) plus hardstanding areas for staff parking in conjunction with existing business 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 : 14/03351/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

The application was initially reported to Plans Sub Committee 3 on 23rd October 2014, and was deferred without prejudice to seek a reduction in the scale of the development. A revised scheme has now been submitted by documents received 14.01.15 and 22.01.15. These revisions show the side extensions to both the north and south to be set further back at first floor level. The southern single storey element also now has a flat roof to the side and the front with the lower pitched roof removed. The agent has stated that these changes should help to reduce the apparent width of the house and make the central part of the house more prominent.

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

2.3m from the front part of the property it adjoins for a width of approximately 3.4m, this is an increase of approximately 0.9m from the originally submitted drawings. The first floor element of the side extension will then be set back a further 2.745m for the remaining width of the extension. This part of the extension will project for a length of 11.338m (the original plans showed 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. 0.7m below the new proposed ridge height of the existing dwelling. The originally submitted drawings showed a separation in height from the main roof of the dwelling of only 0.3m. The second part which projects out a further 5.8m to the side and is set back 2.745m will also have a hipped roof set a further 0.8m lower in height. The single storey element of the extension includes a double garage to the front which will project 7.741m in width 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 also including the two storey element). The single storey rear 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 be set back approximately 2.2m from the front of the existing property and 1m from the proposed single storey element. This set back is an increase in 1m from the originally submitted drawings. The first floor element will project 9.5m 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 revised drawings indicate that the single storey element of the extension will have a flat roof to a height of 3.5m.

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/FUL 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/FUL 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/FULL6. 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. The revised plans submitted on 14.01.15 and 22.01.15 have indicated a further set back to the first floor element of this northern side

extension and a reduction in the height of the roof which creates an additional element of subservience to the main dwelling.

To the southern side of the property, the ground floor element of the proposal has been reduced in width from the previously refused scheme by a distance of 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 entire extension will also be set back from the main front building line, with the revised plans submitted on 14.01.15 and 22.01.15 showing an additional 1m set back for the first floor element from the ground floor of the extension. The ridge of the hipped roof of the first floor element is also set lower than the new ridge line of the main part of the property. The front building line of the ground and first floors of the extension and the 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 roof of the southern single storey side element of the extension has also been revised by drawings submitted 14.01.15 and 22.01.15. The roof will have a flat roofed design rather than the initially proposed pitched roof, which is intended to help reduce the bulk and scale of the extension.

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, Member's may consider that the additional revisions submitted by drawings receive 14.01.15 and 16.01.15 which include the increased setting back of the first floor side extensions from the front building line of the main dwelling, the amended roof design of the single storey southern side extension and..... create a much more subservient appearance.

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, whilst the proposed extensions are substantial in scale, given the size and design of the existing property and the size of the site, Member's may consider that the design of the proposed extensions generally respect the neo-Georgian style of the existing property. Furthermore, Member's may consider that given the reduction in width of both side extensions from the previously refused application, and the set back of the extensions at first floor and amended design of the southern single storey element submitted by the revised drawings dated 14.01.15 and 22.01.15, 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'n'l 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"

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

This application was deferred by the Planning Sub-Committee which convened on 23rd October in order to consider the implications of case law, including (Chisnell) v LB Richmond (Newham J) (2005) EWHC 134 and to clarify the scope of Local Planning Authorities' considerations in determining Certificates of Lawfulness, including in relation to the 2013 amendments to the General Permitted Development Order.

The application was subsequently deferred again from Plans Sub-Committee on 20th November 2014 without prejudice to any future consideration, to await a response from The Right Honourable Eric Pickles MP, Secretary of State for Communities and Local Government. A response has been received and is available on file. This response has been considered and does not provide any clarification that it is considered should alter the recommendation that the proposed extension would fall within permitted development.

An appeal has now been submitted and therefore the Council is unable to determine the application, as this power is now transferred to the Planning Inspectorate. Members are now asked to consider whether they wish to contest the appeal. The previous report is repeated below, with the recommendation altered to reflect the current appeal situation.

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

In addition to the above, letters of support have been received raising positive comments in regard to the proposed design.

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).

R(Chisnell) v London Borough of Richmond Upon Thames v Tom Dillon (2005) EWHC 134 Explained in relation to an application for a Certificate of Development for a Proposed Use

A certificate of lawful use is conclusive as to the lawfulness of the matters to which it deals. The certificate may be revoked if material information misleads by withholding or providing false information. The Local Authority may seek further information where relevant. It is important for the Local Authority to act reasonably.

Turning to the matter of R(Chisnell) v London Borough of Richmond Upon Thames v Tom Dillon (2005) EWHC, that decision related to a grant of planning permission by the London Borough of Richmond and did not deal with a certificate of lawful development application, where there are different considerations.

The matter was a judicial review where the Court quashed a planning permission granted by Richmond Council. The Claimant sought the remedy of a judicial review, the 3 grounds may be summed up as follows: The first ground was that the committee were led into error by information provided by the officer. The second ground related to the first in that it prevented Members from considering the impact that the development had on the neighbours. The third ground related to the importance of providing reasons when issuing planning permissions. The importance of consistency being a material considerations is also mentioned.

Whilst Judge Newman states that the Committee were misinformed as to the approach to be adopted in connection with the previous decisions. The Judge was satisfied that the Committee did consider the neighbours amenity objections. He then refers to Ground 3 by specifically pointing out that: "Committees or decision-makers should, as a general rule, give their decision by way of a separate summary of reasons, not by way of global reference to a document nor in itself a summary..." Ground 3 bears the main point of the Chisnell decision.

The Chisnell case has been superseded by the changes in planning law. The Town and Country Planning (General Permitted Development) (Amendment and

consequential Provisions) (England) Order 2014 (SI 2014/564), art.8 with effect April 6, 2014 Paragraph 3B - 2230 31(1) ((a) reads " Where planning permission is granted subject to conditions, the notice shall state clearly and precisely their full reasons for each condition imposed;)

Therefore, the above Order no longer states that there is a need to provide reasons when a planning permission is granted, unless planning permission is granted with conditions. Only when conditions are imposed does the need to provide reasons arise.

On the point of consistency Judge Newman states (paragraph 19 line 5-7): " the requirement for consistency does not mean that they (the Committee) must be slaves to the previous decision and are in any sense bound by it, or must therefore come to the same conclusion. Their judgment and discretion is informed but not fettered by the history". Hence the committee is free to make a decision according to the facts and merits of the application before them, rather than dogmatically following a previous history or decision.

Members should also note that the applicant has a right of appeal to the Secretary of State on a point of law. Parties are normally expected to meet their own expenses. Costs would be awarded on an application against a party who behaved unreasonably in an appeal process.

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 adverse 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

Following the previous 2014 planning application, the depth of the side extension has been revised so that it no longer projects beyond the rear building line. Other aspects of the proposal remain unaltered. This change is aimed at making the proposal PD-compliant.

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. In addition, the Chisnell case (explained in detail above) concerns a planning application, rather than a Lawful Development Certificate which concerns a point of law. This application before the Council has not been considered and determined by a higher authority, so there is no reason why the Council should not determine this application in accordance with the General Permitted Development Order. Based on the above assessment, Members are advised to grant planning permission.

In addition to the above points, Members should note that this application is now the subject of a "non-determination" appeal. Should Members agree to grant a Lawful Development Certification, the appeal will become effectively void. However, should Members choose not to grant a Certificate, it will be necessary to decide whether to contest the appeal.

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: RESOLVE NOT TO CONTEST APPEAL

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

Application No : 14/04450/FULL6

Ward:
Bromley Common And
Keston

Address : 5 Cheyne Close Bromley BR2 8QA

OS Grid Ref: E: 542162 N: 165154

Applicant : Mrs Victoria Parker

Objections : NO

Description of Development:

Part two storey, part single storey side/rear extensions

Key designations:

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

Proposal

The proposal seeks permission for a part two storey, part single storey side/rear extension.

Location

The application site is located on the southern side of Cheyne Close and hosts a two storey detached dwellinghouse.

Comments from Local Residents

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

Comments from Consultees

None relevant.

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

The neighbouring property at No. 7 Cheyne Close has previously been granted planning permission for a similar development under ref. 10/02679. This planning permission has expired without being implemented, however it remains a material consideration in the assessment of the current application.

Conclusions

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

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

The proposed extension has been designed with a hipped roof to reflect the design of the existing dwelling. The extension would increase the two storey width of the dwelling, however a distance of one metre would remain to the side boundary of the site. In addition, the extension would be set back from the main front elevation of the dwelling by 4 metres and has been designed with a ridge subordinate in height to the main ridge of the dwelling. Given this, the extension would appear as a subservient addition which would integrate satisfactorily with the dwelling and would not detract from its appearance. The extension would be visible within the street scene, however given its subservient appearance and set back from the road, it would not appear overly prominent. In addition, it is noted that a similar extension exists at No. 3 Cheyne Close, and that the neighbouring property at No. 7 has previously been granted planning permission for a similar extension, although this permission has expired without being implemented. As such, it is considered that the proposal would not adversely impact upon the character and appearance of the area.

With regard to the impact of the proposal on the amenities of the neighbouring properties, the extension would be constructed close to the boundary with No. 7 Cheyne Way. This property benefits from 2 first floor windows in the flank elevation, however these windows serve a stairwell and bathroom. Taking this into account and the orientation of these two properties in relation to each other, it is considered that the extension would not appear overbearing or be visually intrusive when viewed from this neighbouring dwelling. The single storey rear element of the proposed extension would be sited in close proximity to the common boundary with No. 3 Cheyne Close however it would only project approximately 3 metres beyond the rear of this dwelling and is single storey in scale with a hipped roof, such that it would not adversely affect the amenities of this property.

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

Background papers referred to during production of this report comprise all correspondence on file ref. 10/02679, 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 The ground floor window in the south western flank elevation of the extension hereby permitted shall be fitted with obscure glazing and be non-opening up to a height of 1.7 metres above finished floor level. The window shall be permanently retained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the residential amenity of the neighbouring properties and to comply with Policy H8 of the Unitary Development Plan.

- 4 ACI17 No additional windows (2 inserts) north eastern or south western extensions

Reason: In order to protect the residential amenity of the neighbouring properties and to comply with Policy H8 of the Unitary Development Plan.

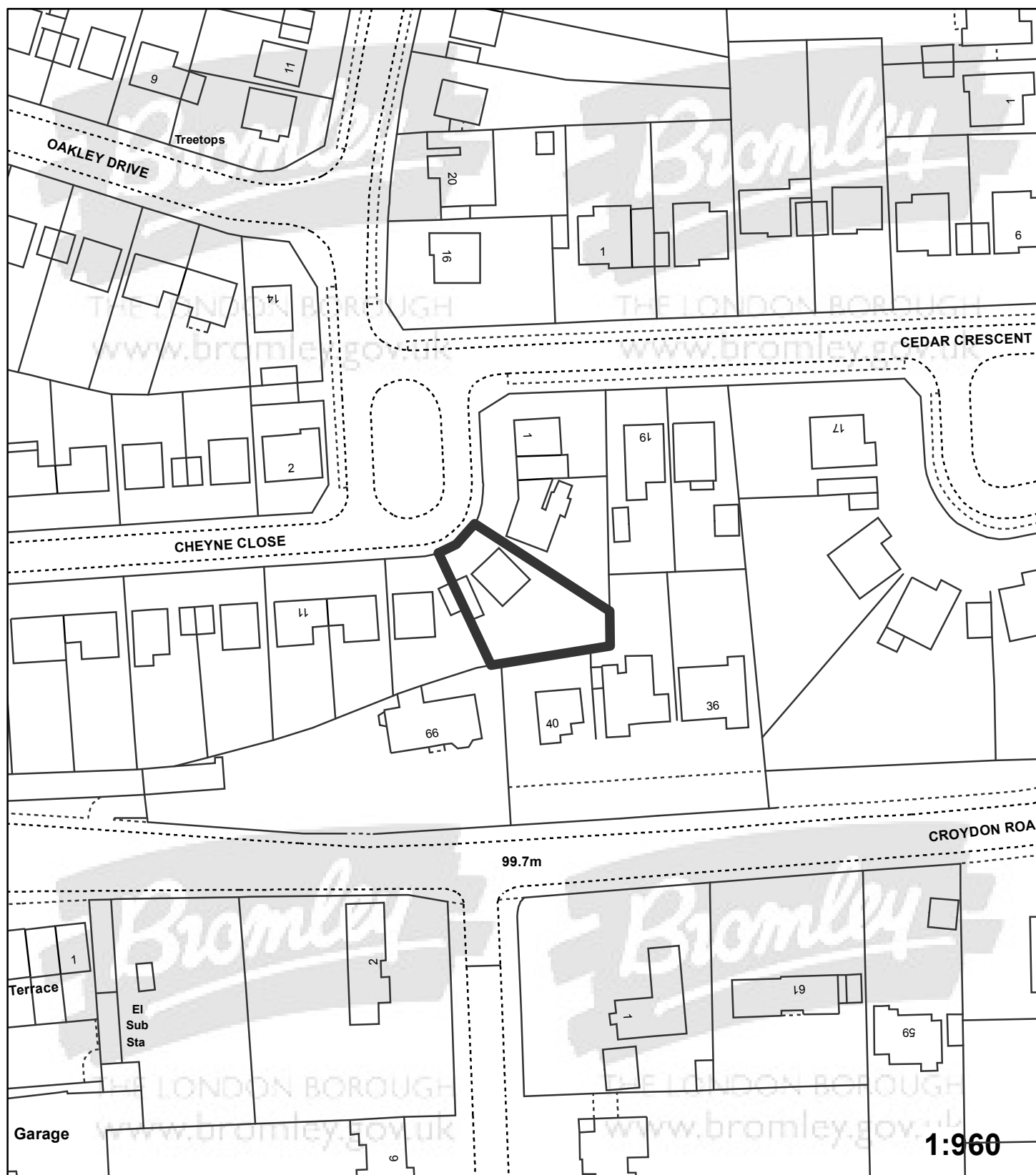
- 5 ACK01 Compliance with submitted plan

Reason: In order to protect the visual and residential amenity of the neighbouring properties and to comply with Policies BE1 and H8 of the Unitary Development Plan.

Application: 14/04450/FULL6

Address: 5 Cheyne Close Bromley BR2 8QA

Proposal: Part two storey, part single storey side/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 '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 14/04851/FULL1

Ward:
Bickley

Address : Lauriston House Nursing Home Bickley
Park Road Bickley Bromley BR1 2AZ

OS Grid Ref: E: 542885 N: 168930

Applicant : Larch Nursing Home Ltd

Objections : YES

Description of Development:

Two storey rear extension to provide 20 additional beds and formation of separate vehicular access to serve adjoining residential properties at The Lodge and Orchard Cottage

Key designations:

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

Proposal

The proposed extension will project approximately 22.5m at the rear and rise to a height of approximately 7.6m, maintaining a similar roof height to the part of the building to which it will be attached. The extension will incorporate a total of 20 bedrooms (equivalent to 20 beds), and one dayroom on each floor. The total number of bedroom will be increased to 82, all of which will be single occupancy.

According to the planning application, the total number of parking spaces within the site will be increased from 35 to 42.

The agent on behalf of the applicant has confirmed that the care home will not renew the contract with Bromley Healthcare Rehabilitation when it expires in January 2016, and that following the termination of the current contract the existing bedrooms on the first floor will revert back to single rooms and operate as part of the nursing home. Also the total number of bedrooms / residents within Lauriston House Nursing Home after the reversion and extension would be no more than 82

in total, and all 42 parking spaces provided within the site are for the use of the nursing home staff, visiting medical personnel and visitors only.

The agent has also confirmed that the applicant would be happy for the planning authority to attach a pre-occupation condition in the decision notice to ensure that:

- the development (extension) will not be occupied until the contract with Bromley Healthcare Rehabilitation ceases, and the existing rooms on the first floor revert back to single rooms and operate as part of the care home; and
- a Green Travel Plan will be submitted and approved by the Local Planning Authority prior to the occupation, to reduce the reliance on single occupancy car usage and to minimise the risk of parking overspill on neighbouring roads.

The application is accompanied by a Design and Access Statement and an Arboricultural Report and Tree Survey.

Location

The site is situated along Bickley Park Road which forms part of the A222 London Distributor Road. The site falls within the Bickley Area of Special Residential Character.

Comments from Local Residents

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

- proposal will result in significant increase in traffic and congestion
- further parking along Bickley Park Road
- excessive residential density
- additional noise
- detrimental impact on highway safety
- this is a residential area, inappropriate for commercial development

Comments from Consultees

No technical Highways have been raised, subject to conditions being imposed, following the submission of further information from the agent. There is no objection to the widening of the existing access at the western end to enable two-way traffic, but 4.8m would be enough as per Bromley Design Manual.

Also blocking up of the eastern end and formation of new entrance is fine.

The Highways Area Inspector has raised no objection to this proposal.

To date, the Tree Officer has failed to comment on this 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
- NE7 Development and Trees
- H10 Areas of Special Residential Character
- T3 Parking
- T18 Road Safety
- C1 Community Facilities
- C4 Health Facilities
- C6 Residential Proposals For People With Particular Accommodation Requirements

Planning History

Under refs. 90/03298 and 90/03299, planning permission was originally granted for a detached two/three storey building comprising a nursing home and 35 car parking spaces.

Most recently, under ref. 14/00790, planning permission was refused for the erection of a two storey/extension to existing care home to accommodate 20 additional beds, for the following reason:

"In the absence of sufficient information to demonstrate the capacity of the existing access and car park to accommodate satisfactorily the additional traffic generated by the development, the proposal would be likely to prejudice the free flow of traffic and general road conditions in and around the site, contrary to Policies 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 parking provision and general conditions of highway safety, the impact it would have on the Bickley Area of Special Residential Character, and the impact that it would have on the amenities of the occupants of surrounding residential properties.

As noted above, the site is situated along Bickley Park Road which forms part of the A222. One of the major constraints identified in the course of the previous application (14/00970) was the shared access utilised by Lauriston House and the two neighbouring dwellings at The Lodge and Orchard Cottage. Following the partial occupation of the site by Bromley Healthcare Rehabilitation in December 2013 it was apparent that the parking demand has increased significantly, resulting in excessive parking demand within the site. This has been reflected in parking along the shared access (adjacent to entrance to The Lodge and Orchard Cottage) and along Bickley Park Road. This has hindered the free flow of traffic and undermined general road conditions in and around the site.

Following the refusal of the previous application for a care home extension, the following changes have been made:

- number of off-street parking spaces increased from 34 to 42
- formation of separate vehicular access to serve the neighbouring houses at Orchard Cottage and The Lodge, and closure of the adjoining egress point which formerly served Lauriston House. This dedicated access will not have to accommodate vehicle movements in and out of Lauriston House. The existing egress point will be stopped up.

From a highways perspective it is considered that the above changes will ensure that there is adequate off-street parking within the site to accommodate the additional 20 rooms which are sought. Furthermore, the formation of a dedicated access to serve the two neighbouring properties will prevent vehicles that serve Lauriston House from hindering access to those adjoining houses. The agent has agreed to conditions which prevent the extension from being occupied until the contract with Bromley Healthcare Rehabilitation ceases, and the existing rooms on the first floor revert back to single rooms and operate as part of the care home.

As was the case in respect of application ref. 14/00970, no objection is raised in respect of the design of the proposed extension which will maintain a similar appearance to the existing building and which will appear discreet from within the streetscene and wider Area of Special Residential Character. Furthermore, no objection is raised in respect of overlooking and loss of residential amenity given the considerable distance between the proposed extension and neighbouring residential properties.

In summary, following the changes made from the previous scheme it is considered that this application satisfactorily addresses earlier concerns relating to traffic generation, free flow of traffic and general road conditions.

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.

as amended by documents received on 22.01.2015

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 The extension hereby permitted shall not be occupied until the current contract with Bromley Healthcare Rehabilitation ceases, and the existing rooms on the first floor revert back to single rooms and operate as part of the care home.

Reason: To prevent over-occupation of the site in the interest of general highway conditions in the area, and to accord with Policy BE1 of the Unitary Development Plan.

4 Prior to commencement of building works hereby permitted, the existing eastern access shall be stopped up, and the replacement access to serve the adjoining residential properties at The Lodge and Orchard Cottage shall be provided at the applicant's expense.

Reason: In the interest of the general highway conditions of the area, and to accord with Policy T18 of the Unitary Development Plan.

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|----|--------|---|
| 5 | ACK01 | Compliance with submitted plan |
| | ACC03R | Reason C03 |
| 6 | ACH01 | Details of access layout (2 insert) |
| | ACH01R | Reason H01 |
| 7 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 8 | ACH08 | Details of turning area |
| | ACH08R | Reason H08 |
| 9 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 10 | ACH18 | Refuse storage - no details submitted |
| | ACH18R | Reason H18 |
| 11 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 12 | ACH23 | Lighting scheme for access/parking |
| | ACH23R | Reason H23 |
| 13 | ACH24 | Stopping up of access |
| | ACH24R | Reason H24 |
| 14 | ACH28 | Car park management |
| | ACH28R | Reason H28 |
| 15 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 16 | ACH30 | Travel Plan |
| | ACH30R | Reason H30 |
| 17 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |

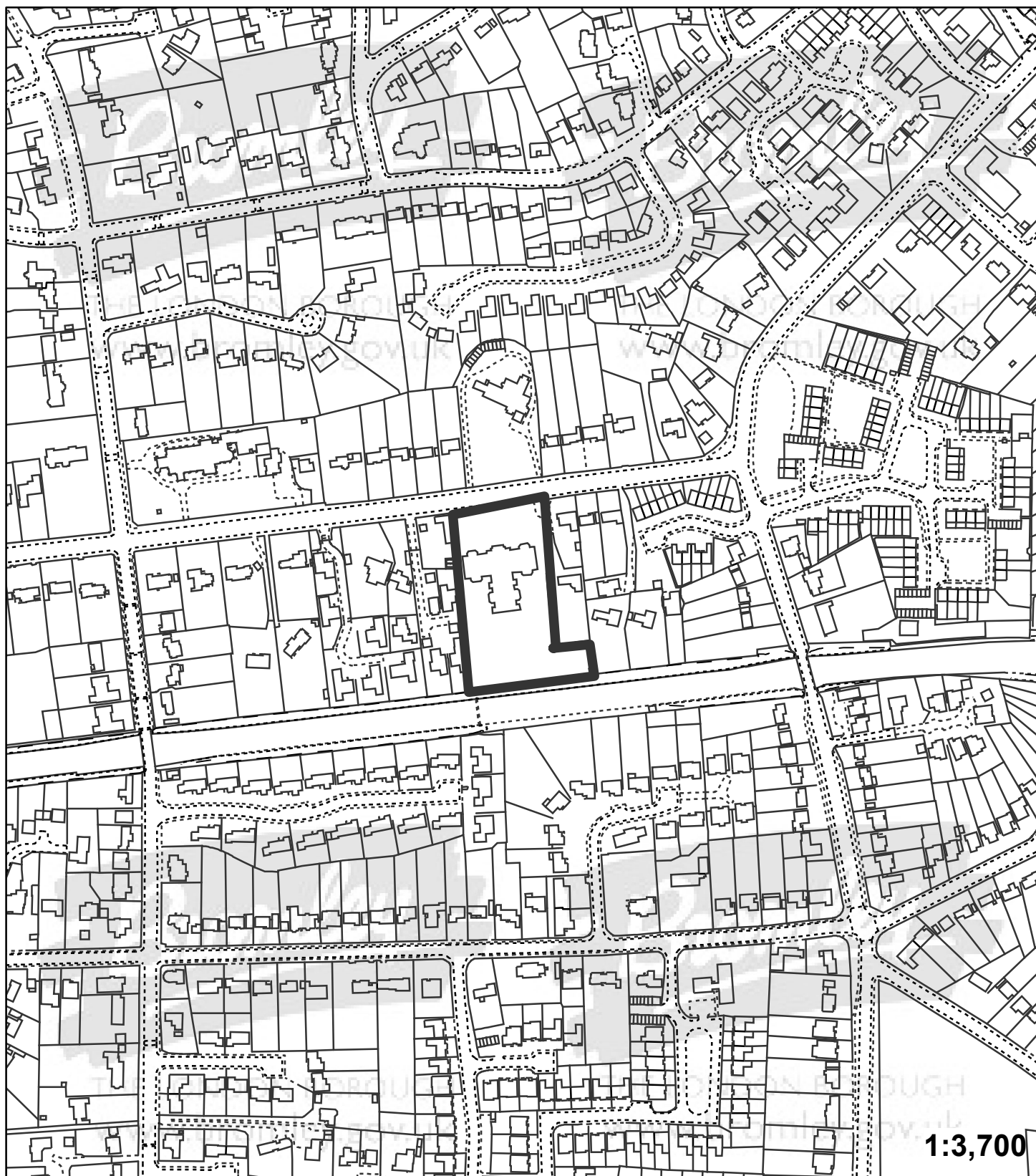
INFORMATIVE(S)

- 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 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.

Application:14/04851/FULL1

Address: Lauriston House Nursing Home Bickley Park Road Bickley Bromley BR1 2AZ

Proposal: Two storey rear extension to provide 20 additional beds and formation of separate vehicular access to serve adjoining residential properties at The Lodge and Orchard Cottage



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

Application No : 14/03970/FULL6

Ward:
Chislehurst

Address : Ways End Wilderness Road Chislehurst
BR7 5EZ

OS Grid Ref: E: 543797 N: 170353

Applicant : Mr Husler

Objections : YES

Description of Development:

Roof alterations to incorporate front and rear dormers, two storey front extension, part one/two storey side extension and creation of basement

Key designations:

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

Proposal

The proposal seeks permission for roof alterations to incorporate front and rear dormers, two storey front extension, part one/two storey side/rear extension and creation of basement.

It is proposed to incorporate two front dormer extensions and three rear dormer extensions within the original roofslope of the host dwelling, a two storey front extension that will form a porch at ground floor level and landing area at first floor level, a part one/two storey side extension that will also incorporate a basement level for garage, with the ground floor side element forming a kitchen extension, ground floor rear element forming a utility room, and the first floor side element forming an additional bedroom and bathroom. Elevational alterations are also proposed in the front elevation, by introducing two new windows at first floor level.

Location

The application site is located on the bend in the road along Wilderness Road, so the only elevation of the host dwelling that does not front the roadside is the southern flank. The site is within the Chislehurst Conservation Area.

Comments from Local Residents

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

- character of the road, within a conservation area, has already been eroded by recent developments with little regard to the original objectives of the conservation area;
- if permitted, the current proposal will further encourage and continue this unsatisfactory form of development;
- dormer windows will result in loss of privacy and overlooking;
- result in a 'top-heavy' discordant feature, unrelated to the existing elevational appearance of the host dwelling;
- Policies BE1 and H8 aim to protect the residential amenities of neighbouring properties, and complement the scale, form and appearance of the host dwelling;
- the details relating to the substantial alterations and additions fail to address the requirements of the previously stated residential policies of the UDP;
- proposal should be refused in accordance with the established principles and requirements of the NPPF;
- Ways End already benefits from a large first floor extension on the boundary with Chatwin;
- current proposal is a gross overdevelopment of the site;
- excavation for proposed basement parking will be very close to a mature Beech Tree which would damage the root system;
- impact on tree will also exacerbate the surface water run-off and create further interference with the water table.

The applicant responded to the comments raised by the neighbour. Their comments can be summarised as follows:

- as with most properties on the road, attic conversions with dormer windows have already been installed - the style of windows will therefore be in keeping with other properties along the road;
- Ways End already faces the front of Chatwin, therefore do not understand or agree with the comments re dormer windows;
- Ways End currently has two small side garages that are not in keeping with other properties along the road and are not functional;
- decision to create a garage under the extension actually mirrors Chatwin, which utilises the same design;
- will create space to landscape the current wasteland next to the garage for a garden to significantly improve the appearance of the property;
- cannot comment on the concerns regarding the water tables, not qualified to do so;
- point out that Thames Water investigated a problem which appeared to be outside Ways End, two burst water pipes were found, one outside Ways End and one further down the street. The issue has now been resolved and further investigation will take place early 2015;
- unlike other approved basement creations on the road, the current plans do not involve large living areas but purely a garage area, similar to that already installed at Chatwin.

Comments from Consultees

Advisory Panel for Conservation Areas (APCA) raised objection as follows:

The quality of architectural design needs to be much improved if it is to comply with Policies BE1 and BE11 of the UDP, and with the relevant conservation area SPG. The current proposal would not preserve or enhance the conservation area for present and future generations, and is therefore not sustainable development. Dormer windows on front are also not acceptable.

Comments from the Council's Tree Officer will be reported verbally.

Planning Considerations

From a heritage and urban design point of view, it is considered that the dormers would be excessively prominent in this location, and the front porch projection is an overly dominant feature, that is insensitive to the host building and surrounding area. It is acknowledged that the side extension is subservient in height, it will introduce a lot of bulk in very close proximity to the neighbouring property, Chatwin.

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

Chislehurst Conservation Area Supplementary Planning Guidance

Supplementary Planning Guidance 1
Supplementary Planning Guidance 2

NPPF

Planning History

Planning permission was granted under reference 98/01411 for first floor rear extension.

Conclusions

The main issues relating to the application are considered to be the effect that the scheme would have on the character of the Chislehurst Conservation Area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application site is located on a bend in the road, and the site and host dwelling is very prominent within the streetscene. The appearance of the host dwelling

itself is fairly balanced and symmetrical, with the exception of the existing garages and first floor element of the garage building.

To the front elevation, it is proposed to introduce two front dormer extensions into the roof area of the host dwelling. These features will both have a pitched roof above, with the ridge of each dormer being very close to the ridge of the main roof of the host dwelling. These elements are considered to be detrimental to the overall character of the host dwelling, will not be subservient to the existing character of the host dwelling, and as a result will be likely to introduce a discordant feature within the plot. Therefore these elements should be resisted.

From a heritage and urban design point of view, it is considered that the introduction of the two storey front extension would result in an overly dominant feature that would be insensitive to the host building and surrounding area. It is considered that this element would neither enhance or preserve the character of the host dwelling, and due to the prominent location of the application site this element of the proposal would also have a negative impact upon the existing character of the streetscene and wider Chislehurst Conservation Area.

Whilst it is acknowledged that the side extension is subservient in height in relation to the host dwellinghouse, it is considered that this element of the scheme will introduce a high level of bulk in very close proximity to the neighbouring property, Chatwin, which is likely to impinge on the visual and residential amenity that the residents of that dwelling currently enjoy, and should be able to continue to enjoy. In addition, the side extension element will unbalance the appearance of the host dwelling.

The principle of an undercroft vehicle parking area is not necessarily unacceptable within the area, and there are existing examples of similar types of development. It will not be overly visible within the conservation area, therefore this particular element of the proposal is not considered to have a negative impact upon the character of the streetscene or Chislehurst Conservation Area. There may be an impact upon the root system of nearby trees, however, and as such the views of the Council's Tree Officer have been sought. The comments received will be reported verbally.

Having had regard to the above Members may considered that the development in the manner proposed is not acceptable. The proposed scheme will result in a loss of amenity and privacy to local residents, will result in an unbalancing of the host dwellinghouse which is considered to result in a detrimental impact upon the appearance of the host dwelling within the streetscene, and will not preserve or enhance the character of the Chislehurst Conservation Area.

Background papers referred to during production of this report comprise all correspondence on the file reference 14/03970 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

- 1 The proposed design of the extensions, in particular the side extension, front extension and front dormer extensions, would harm the character and appearance of the host dwellinghouse and would fail to preserve or enhance the character of the Chislehurst Conservation Area, contrary to Policies BE1 and BE11 of the Unitary Development Plan and the Chislehurst Conservation Area SPG.

- 2 The proposed extensions, in close proximity to the property boundary shared with Chatwin, would give rise to an unacceptable degree of overlooking and loss of privacy and amenity to the occupiers of this property, thus contrary to Policies BE1 and H8 of the Unitary Development Plan.

Application:14/03970/FULL6

Address: Ways End Wilderness Road Chislehurst BR7 5EZ

Proposal: Roof alterations to incorporate front and rear dormers, two storey front extension, part one/two storey side extension and creation of basement



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