



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333 CONTACT: Rosalind Upperton
Rosalind.Upperton@bromley.gov.uk

THE LONDON BOROUGH
www.bromley.gov.uk

DIRECT LINE: 020 8313 4745
FAX: 020 8290 0608

DATE: 13 January 2015

To: Members of the
PLANS SUB-COMMITTEE NO. 1

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Teresa Ball, Katy Boughey, Lydia Buttinger, Alan Collins,
Ian Dunn, Ellie Harmer and Terence Nathan

A meeting of the Plans Sub-Committee No. 1 will be held at Bromley Civic Centre on
THURSDAY 22 JANUARY 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 20 NOVEMBER 2014**
(Pages 1 - 8)
- 4 PLANNING APPLICATIONS**

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

Report No.	Ward	Page No.	Application Number and Address
4.1	Biggin Hill	9 - 12	(14/04232/REG3) - Valley Hall Community Centre, Sunningvale Avenue, Biggin Hill.

SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	West Wickham	13 - 32	(14/03324/FULL1) - Summit House, Glebe Way, West Wickham.
4.3	Petts Wood and Knoll	33 - 40	(14/03768/FULL1) - 26 Mayfield Avenue, Orpington.
4.4	Bromley Common and Keston Conservation Area	41 - 48	(14/04148/FULL1) - Bracken House, Westerham Road, Keston.
4.5	Petts Wood and Knoll	49 - 54	(14/04309/FULL1) - Mega House, Crest View Drive, Petts Wood.
4.6	Shortlands	55 - 60	(14/04487/FULL6) - 14 Pickhurst Park, Bromley.

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

Report No.	Ward	Page No.	Application Number and Address
4.7	Hayes and Coney Hall	61 - 64	(14/03779/FULL6) - 17 Hartfield Crescent, West Wickham.

4.8	Bromley Common and Keston	65 - 72	(14/04289/FULL2) - Carisbrooke House, 1A Pope Road, Bromley.
4.9	Petts Wood and Knoll	73 - 76	(14/04311/FULL1) - Mega House, Crest View Drive, Petts Wood.
4.10	Hayes and Coney Hall	77 - 82	(14/04391/FULL6) - 15 Hambro Avenue, Hayes.
4.11	Kelsey and Eden Park	83 - 86	(14/04526/FULL6) - 50 Stone Park Avenue, Beckenham.
4.12	Farnborough and Crofton	87 - 90	(14/04543/FULL6) - 7 Topcliffe Drive, Orpington.

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		

This page is left intentionally blank

PLANS SUB-COMMITTEE NO. 1

Minutes of the meeting held at 7.00 pm on 20 November 2014

Present:

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Teresa Ball, Katy Boughey,
Lydia Buttinger, Alan Collins, Ian Dunn and Ellie Harmer

Also Present:

Councillors Peter Fookes, Russell Mellor and Michael Tickner

17 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Terence Nathan.

18 DECLARATIONS OF INTEREST

There were no declarations of interest reported.

19 CONFIRMATION OF MINUTES OF MEETING HELD ON 25 SEPTEMBER 2014

RESOLVED that the Minutes of the meeting held on 25 September 2014 be confirmed and signed as a correct record.

20 PLANNING APPLICATIONS

SECTION 2

(Applications meriting special consideration)

20.1 PENGE AND CATOR

**(13/01917/FULL2) - 208B Kent House Road,
Beckenham.**

Description of application – Change of use to 24 hour mini cab office.

Oral representations in objection to and in support of

the application were received at the meeting. Oral representations from Ward Member, Councillor Peter Fookes, in objection to the application were received at the meeting. Comments from Ward Members, Kathy Bance MBE and Kevin Brooks, in objection to the application were reported. It was also reported that the last paragraph on page 21 of the Chief Planner's report and ending at the top of page 22 should be deleted. The Ward Members had concerns with safety issues, parking and the potential increase in noise in a residential area.

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

1. The proposals would be detrimental to the amenities of nearby residents by reason of increased noise and disturbance, particularly during the night, and would therefore be contrary to Policy S13 of the Unitary Development Plan.

**20.2
ORPINGTON**

(14/02945/FULL6) - 23 Wyvern Close, Orpington.

Description of application – Single storey side/rear extension and roof extension incorporating gable ends/front gable and dormers to front and rear.

Oral representations in support of the application were received at the meeting. It was reported that the last paragraph on page 27 of the Chief Planner's report should be deleted.

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.

**20.3
COPERS COPE
CONSERVATION AREA**

(14/03502/FULL1) - 61 The Avenue, Beckenham.

Description of application – Demolition of existing dwelling and erection of 2 two storey buildings with accommodation within the roofspace comprising 8 two bedroom flats with landscaping, two new vehicular accesses and 12 parking spaces.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Members, Councillors Russell Mellor and Michael Ticker, in objection to the application were received at the meeting.

In the Ward Members' opinions the proposed would be an overdevelopment in terms of bulk and mass, over dominant and out of keeping in the conservation area. They also had concerns with regard to noise, sunlight, daylight and the rear balconies would be detrimental to the residential area. Councillor Ticker pointed out that the report was on the agenda under the section headed, 'applications meriting special consideration, and therefore he expected developers to give consideration to the enhancement of the conservation area and his preference was for two good quality detached houses on the site.

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

1. The proposals, by reason of the size, height, bulk and massing of the buildings, would result in an overdevelopment of the site, which would fail to preserve or enhance the character and appearance of the Downs Bridge Road Conservation Area, thereby contrary to Policies BE1, BE11 and H7 of the Unitary Development Plan and London Plan Policy 3.9.
2. The proposed rear balconies would result in overlooking of neighbouring properties which would be detrimental to residential amenity and contrary to Policy BE1 of the Unitary Development Plan.

SECTION 3

(Applications recommended for permission, approval or consent)

20.4 PENGE AND CATOR

(14/01672/VAR) - 62 Kings Hall Road, Beckenham.

Description of application - Variation of Condition 4 (a) of permission ref: 09/03023/FULL1 to allow up to 86 children and 25 staff to be accommodated at any one time.

Oral representations in objection to and in support of the application were received at the meeting. Oral representations from Ward Member, Councillor Peter Fookes in objection to the application were received at the meeting. It was reported that further objections to the application had been received from parents with children attending the Nursery who had not been consulted with regard to the application. Comments from Ward Member, Kathy Bance MBE, in objection to the application were reported.

Councillor Peter Fookes acknowledged the Nursery was well run and the proposed increase in numbers of

children and staff would be an over-intensification of the property.

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

1. The proposals would result in an overintensive use of the property, which would be detrimental to the amenities of nearby residents by reason of noise, disturbance and vehicular activity, thereby contrary to Policy BE1 of the Unitary Development Plan.

**20.5
BROMLEY COMMON AND
KESTON**

(14/01818/ELUD) - Hasells Nursery, Jackson Road, Bromley.

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

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

Members having considered the report and representations, **RESOLVED that A CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE be GRANTED** as recommended in the report of the Chief Planner.

**20.6
CHISLEHURST**

(14/02730/FULL1) - Edgebury Primary School, Belmont Lane, Chislehurst.

Description of application – Two storey extension to provide additional classrooms to increase school size from 1-form entry to 2-form entry, offices, reception area and break out space with stairs and ramped access. Single storey extension to existing hall with covered walkway. Extension to existing car park, covered play area and new hard surfaced play area and associated plant.

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

Officer were reported.

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

“11. Before the development hereby permitted is commenced, an impact assessment should be undertaken on the Norway maple tree (T020) which lies close to the proposed extended parking area adjacent to Belmont Lane, in order to determine whether the tree could be retained. If it cannot be retained, a replacement tree of a size and species to be agreed in writing by the Local Planning Authority shall be planted in such a position as shall be agreed by the Authority within 12 months of the removal of the tree. Any replacement tree which dies, is removed or becomes seriously damaged or diseased within 5 years of the date of this consent shall be replaced in the next planting season with another of similar size and species to that originally planted.

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

**20.7
CHELSFIELD AND PRATTS
BOTTOM**

(14/03094/FULL6) - 4 Aspen Close, Orpington.

Description of application - Single storey rear extension. RETROSPECTIVE APPLICATION.

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

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

**20.8
DARWIN**

(14/03132/FULL1) - Maple Farm, Cudham Lane South, Cudham.

Description of application – Demolition of existing dwelling and 3 outbuildings and erection of detached single storey 3 bedroom dwelling.

It was reported that the applicant had confirmed that there were no bats present in the buildings on the site. 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.

**20.9
COPERS COPE
CONSERVATION AREA**

(14/03219/FULL1) - 28 Downs Hill, Beckenham.

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

Oral representations in support of the application were received. Oral representations from Ward Members, Councillors Russell Mellor and Michael Ticker, in support of the application were received at the meeting. It was reported that further objections to the application and letters of support had been received. Members having considered the report and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner.

**20.10
PETTS WOOD AND KNOLL**

(14/03469/PLUD) - 27 West Way, Petts Wood.

Description of application – Single storey side extension.

CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT.

Oral representations in objection to and in support of the application were received at the meeting. It was reported that letters of support had been received. Councillor Douglas Auld referred to the history of the site and four failed planning appeals. Councillor Auld had attended Jo Johnson MP's local surgery and asked the Member of Parliament to raise permitted development rights and, in particular this matter with regard to side extensions, with The Right Honourable Eric Pickles MP, Secretary of State for Communities and Local Government.

A letter from Jo Johnson MP dated 10 November 2014 was circulated to Members confirming this matter had been referred to Eric Pickles MP.

The Legal Representative advised that if this application was not determined within the permitted timescale then the applicant would have the right to appeal against non-determination of the application and there would be a risk that costs may be awarded

against the Council.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED**, 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.

21 CONTRAVENTIONS AND OTHER ISSUES

21.1 BROMLEY COMMON AND KESTON

**(DRR14/098) - Land at Keston Court Farm,
Blackness Lane, Keston.**

(DRR14/098) - Land at Keston Court Farm, Blackness Lane, Keston.

It was reported that this site was in Darwin Ward. An ordnance survey plan of the site had been circulated to Members.

Members having considered the report, **RESOLVED that the matter BE DEFERRED**, without prejudice to any future consideration to seek further clarification regarding the Untidy Site Notice.

The Meeting ended at 8.40 pm

Chairman

This page is left intentionally blank

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

Application No : 14/04232/REG3

Ward:
Biggin Hill

Address : Valley Hall Community Centre
Sunningvale Avenue Biggin Hill TN16
3BT

OS Grid Ref: E: 541481 N: 158577

Applicant : London Borough Of Bromley

Objections : NO

Description of Development:

Elevational alterations to change window to door on western elevation fronting Churchside Close

Key designations:

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

Proposal

Planning permission is sought to change a window to a door on the western elevation fronting Churchside Close. The elevational change will enable access to the side. The door will be white powder coated aluminium with glass panels.

Location

The site is located on the southern side of Sunningvale Avenue, on the junction with Churchside Close.

Comments from Local Residents

Nearby residents were notified of the proposal but no responses have been received.

Comments from Consultees

None.

Planning Considerations

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

BE1 Design of New Development

Planning History

The most recent planning history of the site is summarised as follows:

- 08/01259- Retrospective planning permission was given for a rear canopy structure
- 07/01259- Planning permission given for a single storey extension to community hall

Conclusions

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

The proposal is to change 1 existing window to a door facing onto Churchside Close. The change to this elevation is minimal and Members may agree that the development in the manner proposed is acceptable in that it would not result in a significant change to the appearance of the host dwelling or have a detrimental impact upon the adjoining owners. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/04232 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

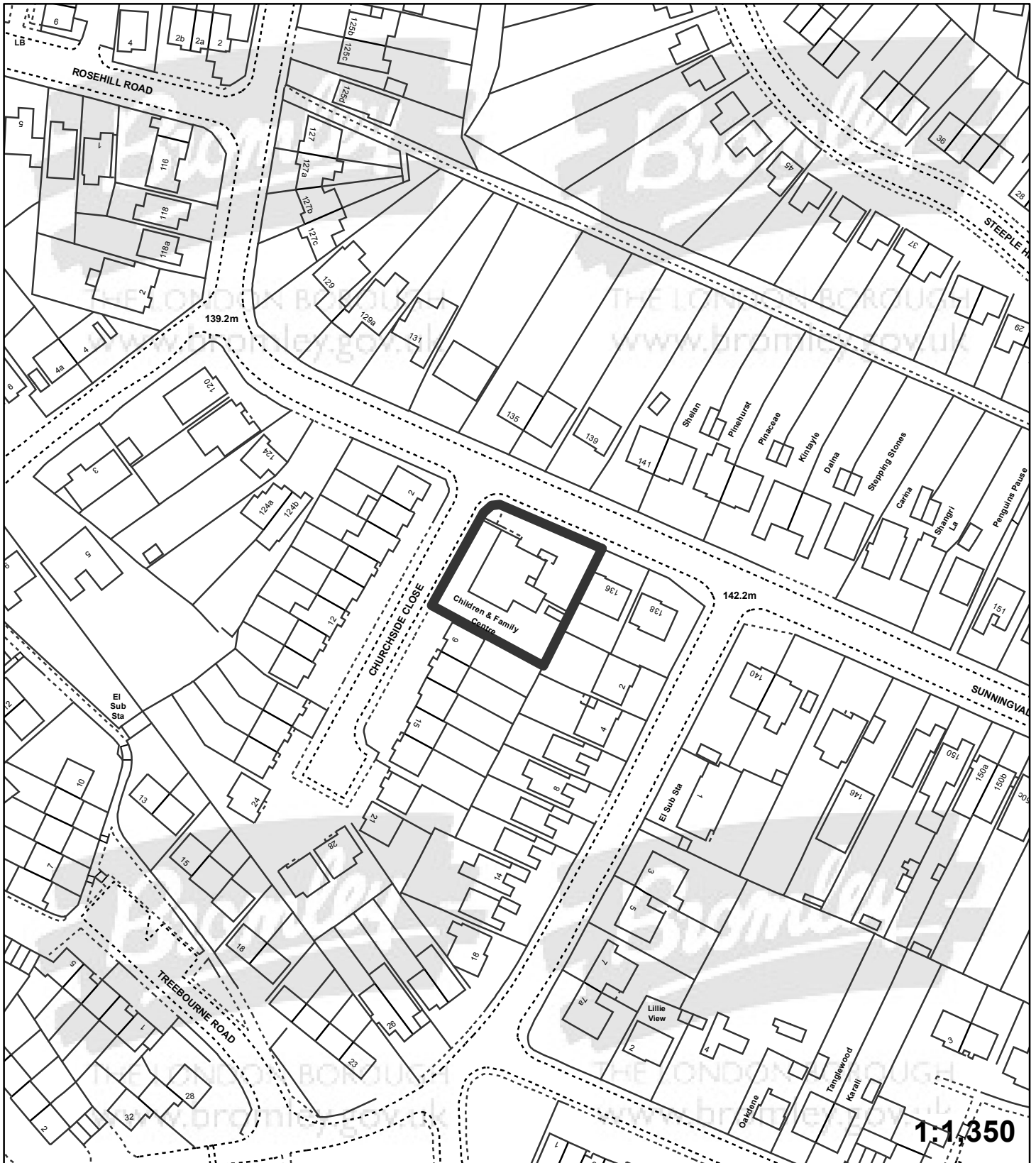
Subject to the following conditions:

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

Application:14/04232/REG3

Address: Valley Hall Community Centre Sunningvale Avenue Biggin Hill
TN16 3BT

Proposal: Elevational alterations to change window to door on western elevation fronting Churchside Close



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

This page is left intentionally blank

SECTION '2' – Applications meriting special consideration

Application No : 14/03324/FULL1

Ward:
West Wickham

Address : Summit House Glebe Way West
Wickham BR4 0RJ

OS Grid Ref: E: 538368 N: 165910

Applicant : Crest Nicholson (Eastern) & Lidl UK **Objections :** YES
GmbH

Description of Development:

Demolition of existing buildings and redevelopment to provide a four storey building comprising 1,623sqm Class A1 (retail) use at ground floor and 54 residential units at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom) with associated car parking, landscaping and infrastructure

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
Open Space Deficiency
Primary Shopping Frontage
Secondary Shopping Frontage
Stat Routes

Proposal

Permission is sought for the demolition of the existing three storey mixed use building and the erection of a part one, part two, part four storey mixed use building comprising:

- 1,623sqm Class A1 (retail) use at ground floor
- 54 residential units
- 125 car parking spaces with 70 cycle spaces
- landscaping to the rear of the site consisting of planting to the podium level and a south (rear) facing green wall

Appearance and scale

- Four storey building to a maximum height of 15.6m with two storey eastern element (entrance core 2) and a single storey western element (entrance core 1)
- Total width of 116.5m
- Podium parking area to rear to a height of 6.5m
- Southern section features undercroft parking area with access to retail unit and access to ramp at rear
- Projecting balconies to each apartment, floor level terraces for first floor units onto car park (units 1-9)
- Residential use commences from 1st floor
- Front exterior treatment separated into two areas: the eastern section features brick and render with powder coated steel balconies; the western section features trespa panels (sun yellow) with similar balcony treatments
- The elevational treatments to the rear are repeated, with the eastern ground floor section featuring a green wall for the entirety of the ground floor rear elevation
- The eastern end section, entrance core 1, is finished in brick
- Planting and trees are provided to the podium deck
- Balconies to the eastern section are angled inwards with slated screening to one side, to the western section traditional box balconies are featured with obscure glazed screening
- Ground floor front elevation features a mixture of full height and high level windows with textured brickwork and glazed access doors
- Photo-voltaic cells to the roof

Site layout

- Ground floor retail unit accessed from undercroft
- Residential elements split into two cores accessed from eastern and western front elevation entrances
- Vehicular ramp and stairwell to rear provide access to podium area
- Refuse storage located at podium level within three stores
- Cycle storage for residents provided within each core (26 and 28 respectively), visitors spaces set to the western boundary (two sections for 6 and 10 cycles)
- 75 car parking spaces at ground floor level, 4 of which are disabled spaces to Glebe Way and 3 are family spaces to entrance of retail unit
- 50 residents parking spaces at first floor podium level to rear 5 of which are disabled spaces. 4 spaces to the service road will be made available to residents out of retail opening hours

Mix of uses

- A total of 54 residential flats comprising at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom). None are affordable.
- All residential units will be built to the 'Lifetime Homes' standard and 10% wheelchair accessible
- A single Class A1 retail unit of 1,623sqm

The site has an area of 0.5ha giving a residential density of 108 dwellings per hectare, or 314 habitable rooms per hectare.

Applicant's Submission in Support

The application is accompanied by a Planning Statement and Design and Access Statement in which the applicant submits the following summary points in support of the application:

- The comprehensive redevelopment of a brownfield site
- The creation of a sustainably located development within the town centre close to public transport
- Improvement of water run off characteristics
- Improve biodiversity through landscaping
- Creation of a landmark building and gateway to the high street
- The proposed building heights and massing have been designed to complement the surrounding area
- Appropriate separation distances have been sought to ensure a good relationship with surrounding properties in line with the Inspectors comments
- The distance between the site and 1 Wickham Court Road has been increased from 28m to 39m over the appeal scheme
- Balconies are angled away from properties to the rear and feature obscure glazed screening
- The existing building could be converted to residential use under permitted development rights with greater impacts upon privacy
- The proposal is only 3m higher than the existing building
- All proposed units comply or exceed the minimum flat sizes required
- Incorporation of Secure by Design principles
- Elevation form seeks to break the long street frontage into two smaller distinct elements
- Provision of 54 new homes, a new modern food store, redevelopment and regeneration of the site
- Provision of construction jobs, jobs in the operational phase and up to 40 retail jobs
- Upper floors are vacant and no longer fit for purpose despite marketing
- Proposal represents a windfall site that would deliver valuable new housing
- 10% of units will be wheelchair adaptable
- Density is appropriate for the location

Location

The application site is located to the southern edge of Glebe Way (A232) and comprises a three storey mixed development comprising three Class A1 retail units (Iceland, The Original Factory Shop and Topps Tiles) with a floor area of some 2,077sqm at ground floor level and vacant Class B1 offices at first and second floor at some 3,080sqm. Parking is present at the access road onto Glebe Way, the undercroft area between Iceland and Topps Tiles and a podium car park to the rear.

The building itself is a post-war flat roofed commercial building that is set against the predominant inter-war vernacular of the area characterised in the immediate vicinity by generally two storey red brick buildings; the high street to the west features a broader range of styles and scales of buildings with three storey buildings being a regular feature with other three storey buildings also being present to Station Road. The building and the units within it are served by access roads set off of Glebe Way with parking provision and largely featuring a grassed verge and mature trees to the front of the current Iceland and Factory Shop frontage

The site forms part of the Primary Retail Frontage which continues to the west, the eastern boundary of the site commences the Secondary Retail Frontage. To the west are Nos 2 and 4 Glebe Way which are three storey buildings with commercial units at ground floor level. Beyond this is Bell Parade, Nos. 1-6, a two storey terrace that forms the corner plot with Wickham Court Road. To the south of Bell Parade and the west of the site is West Wickham Service Station, a single storey car dealership that fronts Wickham Court Road. To the east of the application site are Nos.32-62 Glebe Way which are served by an access road at the eastern boundary of the site and comprise a range of ground floor commercial uses within two/three storey terrace properties

To the rear of the site to the south-west are two storey semi-detached properties of Wickham Court Road, Nos. 1a-19 (with No.1a being a detached office building), and to the south are two storey terraced dwellings at Nos. 1-23 Wickham Crescent with Nos.25-35 further to the west. Nos. 1-23 Wickham Crescent are served by an access road to garages set to the rear and this road forms the southern boundary of the application site.

The northern edge of Glebe Way is predominantly residential in nature and is characterised by the end of the cul-de-sacs of Oak Grove, Ash Grove and Croft Avenue which are presented perpendicular to the site and feature two storey semi-detached and terraced dwellings. To the north-west and the junction with Station Road is West Wickham Library.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 20 representations were received. 18 were in objection which can be summarised as follows:

- Noise and dust caused by the demolition and erection of the building will be a nightmare
- A loss of privacy to 1 Wickham Court Road by an additional floor
- Noise and pollution from the proposed first floor car park
- Devalue property
- The new building should not be higher than the existing
- Precedent for future four storey buildings
- Additional traffic
- Inadequate parking provision with overspill to Wickham Crescent
- Loss of light

- Overlooking
- These trees will be nowhere near established enough to be able to prevent the flats from overlooking our property. This will take many years
- The existing retail uses encourage footfall to the other businesses
- The yellow materials would be jarring and out of character
- The bin stores should be sited away from the rear of the site
- The submitted Method Statement is deficient
- There should be the provision of social housing
- Air pollution from refuse storage
- The third floor is significantly bulkier than that refused at appeal

The West Wickham Residents Association have commented that:

- The new building would be tallest in West Wickham and four storey development was refused previously [on appeal, 2007]. The extra floor would have an adverse effect on the residents of Wickham Crescent and the building would be closer to Glebe Way with concerns amongst those residents
- Only 50 parking spaces are proposed for 54 apartments which is not acceptable [Members will note that the proposed figure is 50-54 spaces for 54 units].
- The bin storage will have an adverse impact on residents
- The sun yellow finish will detract from the appearance of the building

Comments from Consultees

Highways

Access

The existing primary point of access is proposed to move marginally east, a distance of 8m. In addition, the westernmost section of the site's service road is to be re-allocated to perpendicular parking accessed from within the Lidl car park rather than the service road. The section of service road extending east from the main site access is to be retained and will continue to operate one-way eastbound. The right of access connection to Wickham Court Road is to be retained within the scheme.

Local Highway Network

Glebe Way The A232 Glebe Way forms part of the TLRN and is a "Red Route" where no stopping is permitted between 7am and 7pm Monday to Saturday. It is a single carriageway road with a normal running width of 8.5m, although widens to 13.5m at the western end of the site frontage on approach to the signal controlled junction with Station Road and Wickham Court Road.

Parking

Seventy five parking spaces are proposed for the Lidl store. This provision includes three blue badge accessible spaces and three parent & child spaces. The applicant is proposing to use automatic number plate recognition (ANPR) to assist management of the car park. It is expected that customers will be able to park for free for up to 1 hour 30 minutes, with the ANPR verifying duration of stay.

A covered cycle parking, associated with the existing site use, is available along the site frontage adjacent to Glebe Way. This comprises 6 covered Sheffield stands (for 12 cycles) and will be retained. In addition, a further 16 cycle parking spaces would be provided for shared use by Lidl food store staff/customers and residents' visitors, with 10 located on the west side of the car park and 6 along the north-west frontage to Glebe Way.

Servicing (Lidl)

Deliveries to the food store will be from the regional distribution centre in Belvedere. Lidl's policy is to limit deliveries to one or two vehicles per store each day, and waste material arising from the store is taken away by the same vehicles.

Store deliveries will be undertaken from the existing dedicated area on the eastern side of the building. Deliveries using this area by a single retailer represents an improvement over the current situation, whereby deliveries to the two present retailers are uncoordinated, which can result in a delivery vehicle obstructing movement either on the service road or Glebe Way. Servicing will be conducted outside network and trading peak hours.

Servicing (Residential)

Refuse/recycling stores would be located within a suitable carry distance for residents. A management company will transfer waste from these stores to a ground bin transfer area prior to the day of collection by the waste authority.

Access

Vehicular site access to the upper deck car park will be taken via an access ramp at the rear (south side) of the undercroft car park, under a similar arrangement, which currently exists to serve the upper deck office car park. The access ramp will operate in a single direction by signal control, the access 'up' movement will be given a default green signal, thus giving priority to inbound movements, with this changing to red only when a vehicle is detected waiting to egress the upper deck car park.

Parking

50 car parking spaces for the 54 units are proposed on the upper deck, which includes 5 parking spaces for the mobility impaired. An additional 4 spaces on the service road, used by Lidl during store opening times, will be available for use by residents out of hours. This provision results in 0.93 spaces per unit available at all times, increasing to 1 space per unit available out of store hours; this is acceptable in principle however the applicant should be advised that 1 in 5 car parking spaces

(both passive & active) provide an electrical charging point to encourage the uptake of eclectic vehicles.

Similarly 54 cycle parking spaces are proposed for residents, located in secure cycle stores positioned adjacent to each residential entrance. However, an additional 3 cycle spaces are required to comply with cycle parking standards.

No objections are raised subject of condition and the provision of electrical charging points and three additional cycle spaces.

TfL raise no objection subject to the provision of a Construction Logistics Plan which will need to be secured through condition, 20% of all parking spaces must provide electrical vehicle charging points (EVCPs), and a further 20% to be passively provided in order for potential future demand, a Car Park Management Plan should be submitted in order to fully display how the resident's, retail and on-street parking would be managed and shared where necessary, and provision for a minimum of 57 cycles.

Further Responses

The proposed landscaping, as proposed under a revised document received 19th December, is considered acceptable subject to conditions.

From a Crime Prevention perspective the proposal should be able to gain Secured by Design accreditation for design and layout as well as physical security, with the guidance of Secured by Design literature and by incorporating accredited, tested certificated products. A relevant condition is requested.

The Environment Agency have assessed the application as having a low environmental risk and raise no objection.

Environmental Health have raised no objection.

English Heritage have raised no objection subject to a 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
- BE2 Mixed Use Developments
- BE4 The Public Realm
- EMP3 Office Development
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- S1 Primary Frontages
- S6 Retail and Leisure Development

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety
- IMP1 Planning Obligations

In addition to:

Affordable Housing Supplementary Planning Document (SPD)
 Planning Obligations Supplementary Planning Document (SPD)

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

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

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London Economy
- 2.8 Outer London: Transport
- 2.15 Town Centres
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Peoples Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime

- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

In addition to:

The Mayor's Economic Development Strategy

Supplementary Planning Guidance: Housing

Providing for Children and Young People's Play and Informal Recreation
Supplementary Planning Guidance

Housing Strategy

Accessible London: achieving an inclusive environment

The Mayor's Transport Strategy

Mayor's Climate Change Mitigation and Energy Strategy

Sustainable Design and Construction Supplementary Planning Guidance

The National Planning Policy Framework is also a material consideration , with which the above policies are considered to be in accordance. Sections 2 'Ensuring the vitality of town centres'; 6 'Delivering a wide choice of high quality homes' and 7 'Requiring good design' are of particular relevance.

Financial Contributions

In accordance with the adopted Planning Obligations SPD, the Council would be seeking the following contributions based upon the mix proposed in the application:

- £154,431.62 for local education infrastructure
- £57,996 for local health infrastructure

Viability

A financial viability assessment (FVA) was submitted confidentially with the application with subsequent discussion and negotiation. An independent review of this information was commissioned by the Council, the findings of which were relayed to the applicant. The review found that the development would not be viable and as such cannot deliver affordable housing contributions. The applicant has agreed to provide the health and education contributes as listed above in order to mitigate the impacts of the development.

Planning History

The most relevant history for the site is as follows:

- 02/03132 Permission refused 28/08/2003 for the retention of a roof mounted air conditioning unit and air conditioning unit housing
- 04/00393 Permission refused 17/06/2004 for the retention of a roof mounted air conditioning plant with 1.5m high acoustic wall panel enclosure to replace existing mesh enclosure - Unit 2
- 06/01078 Permission refused 21/06/2006 for a third floor extension to provide additional floor comprising 4 one bedroom 8 two bedroom flats/plant room/extension to lift shaft and 5 additional car parking spaces (at Summit House and Bed City and Sommerfield Stores Ltd on Glebe Way) on the following grounds:
1. "The proposed extensions due to their massing, design and the resultant overall height of Summit House, will be unduly prominent and obtrusive, harmful to the character of the streetscene and the wider area and detrimental to the visual amenities of neighbouring residential properties by reason of loss of light, privacy and prospect, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan, Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002) and Policy 4B.1 of The London Plan.
 2. The proposed dedicated parking provision will be inadequate for the number of flats to be created and will thereby give rise to increased parking pressure on surrounding roads injurious to highway safety and thereby contrary to Policies T.6 and T.15 of the adopted Unitary Development Plan and Policies T3 and T22 of the second deposit draft Unitary Development Plan (September 2002)."

Application ref. 06/01078 was subsequently dismissed at appeal, in summary the Inspector made the following comments:

"The flat-roofed fourth floor extension would provide 12 flats in a relatively sustainable location within a built up area and its height would be similar to that of the existing lift motor room which presently has little impact on the street scene. However, because of the considerable additional bulk of the flats, and their form, much longer and wider than the existing lift motor room on the already relatively tall existing building, the proposal would be a disproportionately dominant and conspicuous addition which would harm the street scene and the local distinctiveness.

...the additional floor would look out of keeping in many views including from the opposite side of Glebe Way and from the dwelling at the rear....because of its height, bulk and its design the proposal would be at odds with the street scene and the surrounding development...the proposal would harm the character and appearance of the surrounding area.

...the hours of use of the offices were stated to be unrestricted at the hearing. In these circumstances and because there is sufficient distance between the flats and the nearest dwellings and their back gardens in Ash Grove and Oak grove, the overlooking that would occur would not cause a harmful loss of privacy.

...the rearmost flat...closest to 1 Wickham Court Road would be a not unreasonable distance...because of its height it would have an overbearing visual impact on the outlook from the rear rooms of that dwelling and from the back garden...There would also be windows in the living rooms and bedrooms of that flat from which the future occupiers could overlook the back garden of 1 Wickham Court Road which would cause an unacceptable loss of privacy.

Due to the location of the third floor external walkway people....could overlook the back gardens of a number of dwellings to Wickham Court Road and Wickham Crescent with a resultant loss of privacy....the impact of screening tall enough to be effective would be likely to have an unacceptable effect on the character and appearance of the proposal.

Whilst the additional floor...would be noticeable to the occupiers of some of the dwellings at Wickham Crescent...due to the sufficient distance...it would not cause an unacceptable visual impact...future occupants of the nearest flats could overlook those back gardens....which would cause a loss of privacy...it would be unreasonable to deny future occupiers an open outlook [by installing obscure glazing].

I have found that the proposal would not cause a harmful loss of daylight or sunlight to neighbouring occupiers, that there would be no harmful loss of privacy for occupiers in Oak Grove or Ash Grove and that the proposal would not have a harmful visual impact on the occupiers in Wickham Crescent.

I consider that the proposal would cause harm to the living conditions of nearby occupiers at 1 Wickham Court Road due to its oppressive visual impact, overlooking and loss of privacy and to the living conditions of the occupiers of the nearest dwellings in Wickham Court Road and Wickham Crescent due to overlooking and loss of privacy.

...the proposal would not be likely to cause on-street parking that would endanger highway safety to impede the free flow of traffic on the surrounding roads."

Conclusions

Summary

The proposed development is considered to result in an acceptable degree of impact upon the street scene and the amenities of neighbouring properties. Although the building would feature an additional storey, the overall footprint would

be reduced to the south and subsequently moved further to the north of the residents to the rear that were previously considered to be unacceptably harmed by the appeal scheme. The presentation of the building within the street scene and the wider townscape is considered to be acceptable with regard to the design, bulk and scale of the development, whilst the loss of Class B1 offices is accepted given the long term vacancy and marketing evidence provided that demonstrates a lack of demand for a long period of time. The retail unit proposed is considered to have a positive impact upon the town centre and the local economy. The level of parking provided for the commercial and residential uses is acceptable.

Analysis

Amount of development, height, siting and design of the building and its impact on the character of the area

The proposal represents a wholesale redevelopment of the site as opposed to the previously refused scheme which sought an additional storey to the existing building with front and rear walkways. As a result of this the footprint of the proposed building differs, in particular at the westernmost section, by some degree to that at present. The western 20m at the rear elevation is proposed to be 10m further north than the existing building, whilst the 45m to the easternmost section at the rear elevation would be 3m further south. To the front elevation the western 60m (approximately 50% of the building) would be set a maximum of 3m further forward (north) whilst the remainder to the east would be 1-2m further back (south).

As such the overall impact of the building, in particular to the southern elevation at the western end, would be quite different to that of the existing building. The existing podium deck to the rear would be extended westward to be the full width of the site, with the entrance and exit ramp effectively staying in its current location. This element of the car park would be 3m higher than the existing retaining wall. Planting in the form of trees and shrubs is proposed for the full width of the new podium section and it is noted that mature Conifers are present to the rear boundary onto the site at Nos. 1-3 Wickham Court Road that would act as a good level of screening.

In dismissing the previous appeal the Inspector was critical of the height, bulk and design of the proposed extension. Whilst the Inspector's decision and comments are material to the consideration of this application, each development must be assessed on its own merits. It is considered that the replacement of the existing building with a new, relocated design goes a large way to overcoming these design concerns. Whilst the building would be taller, this would be 3m in height and in conjunction with the 10m reduction in depth and the relative distances from the rear of the properties to the southern boundary, this is considered to be an acceptable increase in height.

Within the street scene and the wider townscape the building would become more prominent, however the overall aesthetic and design of the building is considered to be considerably improved. The previously refused scheme was considered to be of a poor design and would have sat on top of an already poorly realised building and so compounding the impact of the development. It is noted however, that the

Inspector did not consider that there would be any visual impact upon the residents of Ash Grove and Oak Grove.

The building would maintain the sizeable frontage presented by the current building, however there would be a division in presentation by way of separate elevational treatments being applied to the eastern and western halves of the structure. This treatment helps to minimise the impact of the bulk of the building and the overall mix of materials is considered to be good.

The development would realise a density of 108 dwellings per hectare, or 314 habitable rooms per hectare. This would marginally exceed the London Plan guide for this location which has an upper limit of 95 dwellings and 250 rooms per hectare, however such figures act as guidelines and are to be taken into account with other considerations. Given the existing level of development on the site it is not considered that the proposed density is unacceptable.

Impact on amenities of adjacent properties

Members will be aware of the changes to permitted development legislation since the appeal decision that may allow the conversion of the Class B1 offices to residential use without the benefit of a planning application and the subsequent impacts of the residential use of the upper floors are a material consideration. It was also noted by the Inspector that the operating times of the offices are uncontrolled.

The Inspector considered that overlooking and visual impact were unacceptable in regard to 1 Wickham Court Road, however it is considered that the proposed development would overcome these issues by reason of the level of distance at the nearest points between the two buildings being some 38m, 11m more than the refused scheme. In addition the 3m increase in height with screened balconies rather than open walkways is a further improvement that mitigates the issues previously raised. A good level of planting to the rear has been introduced as result of the overall redevelopment which is considered sound and deliverable subject to relevant conditions and this would offer a high degree of screening to the first and second floor rear apartments from the properties to the rear. As previously noted, 1-3 Wickham Court Road also benefit from tall and mature Conifers to the rear boundary that would further screen the development and any overlooking and visual impact.

The rear of the properties at Wickham Crescent would be further away from the southern rear elevation than the rear gardens of the properties at Ash Grove and Oak Grove, which the Inspector concluded would not have an undue visual impact. The balconies to the rear of this rear eastern section have been designed to face away from the properties to the rear and with the further screening provided this is considered to overcome the privacy issues created by the exposed walkway.

Quality of residential accommodation

The proposed accommodation satisfies the London Plan minimum space standards and the balconies provided match or exceed that required. The room

sizes satisfy the requirements of the Mayor's Housing SPG. The development accords with Lifetime Homes requirements and with 10% of the units being wheelchair accessible. The level of accommodation is therefore considered satisfactory.

Sustainability

The development seeks to incorporate a number of measures to reduce CO2 production and harvest water for irrigation and reduce the overall consumption of water with a target of 105 litres per person per day. Solar photo-voltaic panels are provided to the roof with a more than 40% reduction in CO2 through on-site measures and more than 20% reduction in regulated CO2 through on-site renewable energy.

Living roofs are proposed to the refuse stores in order to increase the ecological value of the site and to contribute to sustainable drainage. A green wall to the south provides a wildlife habitat together with planting to the site. Bird and bat boxes will be provided whilst lighting will be on timers and will not operate between midnight and dawn.

Loss of Offices and Retail Space

Policies BE1 and BE2 have significance to the proposal. Policy BE1 states that all developments will be expected to be of high standard of design and layout creating an attractive setting. The current site is of 1960's build and is in need of updating, a point which was highlighted in the Inspector's decision. The current proposal would upgrade the Primary Frontage enhancing the retail character considerably and generating significant pedestrian visitors during shopping hours. As a result the new site would benefit Glebe Way's retail sector bringing it more in line with West Wickham High Street as a commercial attraction.

Marketing evidence has been provided as part of the application which outlines the marketing history of the Class B1 office space on the site, commencing on the 14th December 2012. The report goes on to state the issues the agent has encountered mainly due to the buildings age and poor condition, which is not deemed attractive to potential tenants. Despite being marketed at a low and competitive price, potential tenants failed to take up serious interest. The marketing report is deemed to have provided sufficient evidence that the office space is shown to be redundant and therefore not a viable commercial use in accordance with Policy EMP3.

The new development would see the current Iceland food store and The Original Factory Store amalgamate into the new Lidl food store, with the loss Topps Tiles retail unit. From a Policy standpoint the loss of retail floor space would not be deemed to cause significant harm to the total retail floor space in West Wickham due to the high variety of retail units, which surround the site.

Affordable Housing and S106 Contributions

The applicant has agreed to contribute the full calculation of health and education contributions in order to mitigate the impact of the development upon these

services, this requires a total contributions of £212,427.62 by way of a legal agreement.

The Council's appointed consultants concur with the appraisal submitted that renders the development unviable. As such the development cannot viably meet the provision of any affordable housing contributions. The applicant has stated that a commercial decision to proceed with the development of the site has been taken and are committed to delivering the scheme. It is noted that the upper floors are vacant although the ground floor units are occupied and as such the building is not considered to be vacant.

Transport and Parking

The level of parking provided is considered acceptable and no objections are raised in this regard by with the Council's Highway's officer or TfL. Electric vehicle charging points are requested together with a small number of additional cycle spaces which is considered reasonable to seek by way of conditions. Additional conditions are also suggested in relation to refuse, car park management, a Construction Management Plan, a Travel Plan and highway drainage.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/03324 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 12.11.2014 19.12.2014 24.12.2014

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

and the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:
 - 13-2262-101 G (Proposed Ground Floor Plan)
 - 13-2262-102 E (Proposed First Floor Plan)
 - 13-02262-103 E (Proposed Second and Third Floor Plan)
 - 13-2262-104 E (Proposed Roof Plan)
 - 13-2262-105 A (Proximal Distances)
 - 13-2262-106 C (Fire and Refuse Strategy)
 - 13-2262-107 G (Proposed Elevations Sheet 1)
 - 13-2262-108 G (Proposed Elevations Sheet 2)
 - 13-2262-109 B (Proposed Sections)
 - 13-2262-110 B (1 Bedroom 2 Person Variation 1)
 - 13-2262-111 B (1 Bedroom 2 Person Variation 2)
 - 13-2262-112 C (2 Bedroom 4 Person Variation 1)
 - 13-2262-113 B (2 Bedroom 4 Person Variation 2)
 - 13-2262-114 B (1 Bedroom 4 Person Variation 3)

- 13-2262-115 B (3 Bedroom 5 Person Variation 1)
 13-2262-116 B (2 Bedroom 4 Person Variation 4)
 13-2262-117 (1 Bedroom 2 Person Variation 3)
 ACK05R K05 reason
- 3 ACK05 Slab levels - no details submitted
 ACK05R K05 reason
- 4 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.
Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.
- 5 ACI24 Details of means of screening-balconies
 ACI24R Reason I24R
- 6 ACA09 Landscaping scheme (inc.street furniture)
 ACA09R Reason A09
- 7 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 8 Details of proposals to provide dwellings capable of occupation by wheelchair users (including related car parking spaces) in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan "Housing" Nov 2012) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted. Details shall also be submitted to and approved in writing by the Local Planning Authority of proposals for the construction of all the dwellings hereby permitted as "Lifetime Homes" in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan "Accessible London: achieving an inclusive environment" (October 2014) prior to commencement of the development hereby permitted. The dwellings shall be constructed in accordance with the approved details.
Reason: In order to comply with Policy 3.8 of The London Plan and Policy H5 of the Unitary Development Plan.
- 9 ACI21 Secured By Design
 ACI21R I21 reason
- 10 ACD04 Foul water drainage - no details submit
Reason: To ensure satisfactory means of foul water drainage and to accord with Policies 5.12 and 5.13 of the London Plan.
- 11 ACD06 Sustainable drainage system (SuDS)
Reason: To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan
- 12 ACJ06 Restricted hours of use on any day 8am 9pm
 ACJ06R J06 reason (1 insert) BE1
- 13 There shall be no deliveries to or from the Class A1 retail premises except within the hours of 8am-6pm.
 ACJ08R J08 reason (1 insert)
- 14 ACJ22 Lighting Scheme
 ACJ22R J22 reason

- 15 ACH02 Satisfactory parking - no details submit
ACH02R Reason H02
- 16 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 17 ACH18 Refuse storage - no details submitted
ACH18R Reason H18
- 18 ACH28 Car park management
ACH28R Reason H28
- 19 ACH29 Construction Management Plan
ACH29R Reason H29
- 20 ACH30 Travel Plan
ACH30R Reason H30
- 21 ACH32 Highway Drainage
ADH32R Reason H32
- 22 Before any works on site are commenced, details of bicycle parking for a minimum of 57 cycles shall 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.
- 23 Before any works on site are commenced, a site-wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the building prior to first occupation. The strategy shall include measures to allow the development to achieve a reduction in carbon emissions of 40% above that required by the 2010 building regulations.
Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan.
- 24 Details of the number and location of electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The electric vehicle charging points shall be installed in accordance with the approved details prior to first occupation of the development and shall be permanently maintained as such.
Reason: To comply with Policy 7.14 of the London Plan.
- 25 A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological site work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing. B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological site work in accordance with a Written Scheme of Investigation. C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part A, and the provision for analysis,

publication and dissemination of the results and archive deposition has been secured.

Reason: To ensure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy 7.8 of the London Plan Section 12 of the NPPF.

INFORMATIVE(S)

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

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

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

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

- 3 Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. It is recommended that the archaeological fieldwork should comprise of the following:

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Application:14/03324/FULL1

Address: Summit House Glebe Way West Wickham BR4 0RJ

Proposal: Demolition of existing buildings and redevelopment to provide a four storey building comprising 1,623sqm Class A1 (retail) use at ground floor and 54 residential units at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom) with associated car parking, landscaping



1:3,790

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

© Crown copyright and database rights 2013. Ordnance Survey 100017661.

This page is left intentionally blank

SECTION '2' – Applications meriting special consideration

Application No : 14/03768/FULL1

Ward:
Petts Wood And Knoll

Address : 26 Mayfield Avenue Orpington BR6 0AL

OS Grid Ref: E: 545635 N: 166690

Applicant : Berwood Homes Ltd

Objections : YES

Description of Development:

Detached two storey 4 bedroom dwelling with integral garage and vehicular access on Land to the rear of Nos. 26 and 28 Mayfield Avenue fronting Brookside.

Key designations:

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

Proposal

It is proposed to construct a detached two storey 4 bedroom dwelling with an integral garage on this site, which would be accessed from Brookside to the north. The dwelling would be 11m in width and 10m in depth, with an additional 3.15m deep single storey rear element, and it would have a maximum height of 8m. A separation of 1.7m would be provided to the western flank boundary with No.1 Brookside, whilst a minimum separation of 1m would be retained to the new rear boundaries of Nos.26 and 28 Mayfield Avenue.

The new dwelling would have a garden depth of between 15.6-18.6m, and garden depths of 25-28m would be retained for the dwellings at Nos.26 and 28 Mayfield Avenue.

Location

The site comprises part of the rear gardens of Nos.26 and 28 Mayfield Avenue, and fronts onto Brookside which is a small cul-de-sac containing 13 properties. The site measures 13.7m in width and 34-35m in depth, and vehicular access would be from Brookside.

Opposite the site are two dwellings (Nos.12 and 13 Brookside) which were constructed in the late 1970s on part of the rear gardens of Nos.22 and 24 Mayfield Avenue, permission having been granted on appeal under ref.75/02397.

Comments from Local Residents

Letters of objection have been received from nearby residents and Knoll Residents' Association, and the main points raised are summarised as follows:

- increased pressure on parking in Brookside
- proposals would be detrimental to highway safety
- back gardens should not be developed at the expense of the environment
- unacceptable infill development
- overdevelopment of the site
- proposals would undermine the character of the area
- permission has twice previously been refused for building on this site
- noise and disturbance during building works
- loss of outlook from and privacy to Nos.12 and 13 Brookside
- loss of trees
- drainage problems to adjacent property could be exacerbated
- loss of hedge would be detrimental to the appearance of the cul-de-sac
- the construction of the property adjacent to No.10 Westholme (allowed on appeal in 2010) is not directly comparable, and the dwellings at Nos.12 and 13 Brookside were granted in the 1970s when car ownership was lower.

This application has been called in to committee by a Ward Councillor.

Comments from Consultees

The Council's Highway Engineer comments that the garage proposed is of a good size, and there would be an additional two car parking spaces provided on the frontage. Although the new dwelling is likely to add an additional 7% of traffic in Brookside, it would be difficult to support a ground for refusal based on additional traffic to and from the site. If permission is granted, a construction management plan is suggested in view of the narrow width of Brookside and the footways.

No objections are raised to the proposals from a drainage point of view, and Thames Water raise no concerns.

Environmental Health raise no objections but suggest informatives regarding compliance with the Pollution and Environmental Protection Acts.

Planning Considerations

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

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

Planning History

Permission was refused in 2008 (ref.08/01524) for a detached 4 bedroom dwelling on this site on the following grounds:

- 1 The proposals would be an overdevelopment of the site, out of character with the locality thereby detrimental to its visual amenities contrary to Policies H7 and BE1 of the Unitary Development Plan.
- 2 The proposal would give rise to an unacceptable degree of overlooking and loss of privacy and amenity to the occupiers of the adjoining properties contrary to Policy BE1 of the Unitary Development Plan.

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, and parking and traffic in surrounding roads.

The current proposals are set on a slightly wider site (13.7m wide rather than 12m wide), and since the previous scheme was refused in 2008, permission has been granted on appeal for a similar scheme on land adjacent to No.10 Westholme which lies to the rear of Nos.36 and 38 Mayfield Avenue. In that appeal, the Inspector considered that the proposals would not be dissimilar to other similar infill developments in the area, and that they would not result in any harm to the character and appearance of Westholme.

The proposed plot size would be similar (or even slightly larger) than the infill dwellings opposite at 12 and 13 Brookside, and the proposals would include the retention of good size gardens to the host dwellings at 26 and 28 Mayfield Avenue. The proposed dwelling would provide a side space of 1.7m to the western flank boundary with No.1 Brookside which would comply with the Council's side space policy, and would be set in line with the dwellings on the southern side of Brookside, appearing neither overly bulky nor cramped within the street scene. A rear garden depth of between 15.6-18.6m would be provided which would be similar to or exceed that of other developments in the close vicinity. The proposals are not, therefore, considered to be detrimental to the character and appearance of the surrounding area.

With regard to the impact on residential amenity, the proposed dwelling would be set back 1.7m from the western flank boundary with No.1 Brookside, and the two storey element of the proposals would project 2m to the rear of No.1, although construction work appears to be underway to add a 2.4m deep two storey rear extension to No.1 which was granted permission in November 2014 under ref.14/03368. The single storey element would project a further 3.15m to the rear which would not have a harmful impact on the amenities of the adjacent property. The proposed first floor window in the western flank elevation would be obscure glazed, and the proposals are not therefore considered to have a harmful impact on the amenities of No.1 Brookside.

The proposed dwelling would be set at least 37m away from the rear of Nos.26 and 28 Mayfield Avenue, and the first floor flank window in the eastern elevation would be obscure glazed. The proposals are not therefore considered to result in loss of privacy or outlook to those properties.

The relationship between the new dwelling and Nos.12 and 13 Brookside opposite would be similar to the other properties in Brookside, and is not uncommon within residential areas across the Borough.

Residents have raised the issues of parking and traffic problems in Brookside and are concerned that they could be exacerbated by the current proposals. However, the proposals are considered to have adequate on-site parking to prevent any additional on-street parking, and the addition of one dwelling is not considered to give rise to a material increase in the amount of traffic using Brookside. Members should note that the previous application was not considered to have an unacceptable impact on parking or traffic in the vicinity.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|----|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 3 | ACA08 | Boundary enclosures - implementation |
| | ACA08R | Reason A08 |
| 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'nl surfaces) |
| | ACC01R | Reason C01 |
| 9 | ACD02 | Surface water drainage - no det. submitt |
| | AED02R | Reason D02 |
| 10 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 11 | ACH09 | Restriction on height to front and flank |
| | ACH09R | Reason H09 |
| 12 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 13 | ACH32 | Highway Drainage |

- | | | | | |
|----|--------|--|-----------------------------------|----------|
| | ADH32R | Reason H32 | | |
| 14 | ACI02 | Rest of "pd" Rights - Class A, B,C and E | | |
| | ACI03R | Reason I03 | | |
| 15 | ACI12 | Obscure glazing (1 insert) | at first floor level in the flank | |
| | | elevations of the dwelling | | |
| | ACI12R | I12 reason (1 insert) | BE1 | |
| 16 | ACI17 | No additional windows (2 inserts) | first floor flank | dwelling |
| | ACI17R | I17 reason (1 insert) | BE1 | |
| 17 | ACK01 | Compliance with submitted plan | | |
| | ACK05R | K05 reason | | |
| 18 | ACK06 | Slab levels - compliance | | |
| | ACK06R | K06 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.

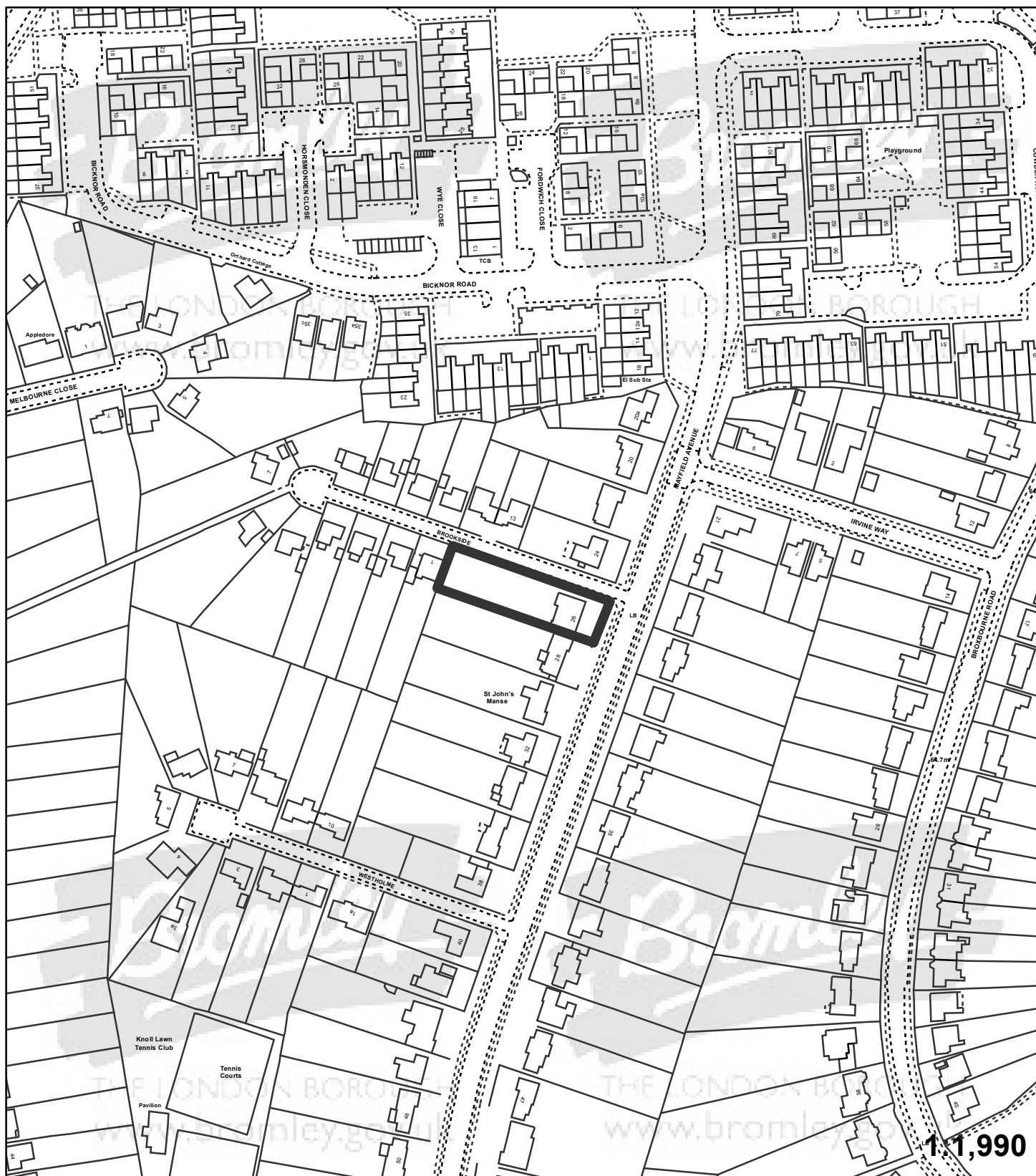
- 4 Before works commence, the applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance

with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.

Application: 14/03768/FULL 1

Address: 26 Mayfield Avenue Orpington BR6 0AL

Proposal: Detached two storey 4 bedroom dwelling with integral garage and vehicular access on Land to the rear of Nos. 26 and 28 Mayfield Avenue fronting Brookside.



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

This page is left intentionally blank

SECTION '2' – Applications meriting special consideration

Application No : 14/04148/FULL1

Ward:
**Bromley Common And
Keston**

Address : Bracken House Westerham Road
Keston BR2 6HH

OS Grid Ref: E: 542085 N: 164614

Applicant : Mrs Ozlem Piro

Objections : YES

Description of Development:

Single storey rear extension to form pre-school (D1)

Key designations:

Conservation Area: Keston Park
Biggin Hill Safeguarding Birds Aldersmead Road
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London Distributor Roads

Proposal

The application seeks permission for the construction of a single storey extension to the rear of the property to be used as a pre-school.

The extension will be located to the north side of the rear of the property and will replace an existing conservatory which projects a maximum of 6.5m to the rear. The proposed extension will project approximately 17.7m in depth, when scaled from the submitted drawing. The main part of the extension is shown to include four rooms including a sensory room, a dining/play room, a class room and a nap room, with a separate area for three toilets and wash basins. The drawings show the main part of the extension is to have a pitched roof with a maximum height of 3.55m and approximately 3m to the eaves. This part of the extension will be located 2.7m from the northern side boundary shared with Pari and 11.65m from the southern side boundary shared with Fairlawns. The element which is to house the toilet area will have a flat roof approximately 3m in height and will retain a distance of 1m to the northern side boundary. The drawings show the main part of the extension is to be constructed using London yellow stock brick with grey slate tiles and timber Louvre screens along the southern elevation to partially give shade to the large windows. The toilet area of the extension is shown to be clad in vertical timber cladding.

An existing single storey outbuilding located to the rear of the property is also indicated to be used as part of the pre-school for use as a staff room/office.

The submitted statement indicates that existing conservatory is currently used for Little Sunshine child care which accommodates approximately 12-15 children between the ages of 0months-5years. The proposed extension is intended to improve the current facilities to enable it to be used as a pre-school. The proposed pre-school will be separate to the main dwelling (although an internal access will remain), and the access to the pre-school would be via a side gate located to the south of the main property rather than through the main dwelling. The submitted statement also indicates that the primary use of the site will remain residential, with the main property as a domestic dwelling, and the extension as a pre-school owned and run by the occupants of the main house.

The proposed pre-school is to accommodate 2-5yr olds. The statement indicates the number of children proposed is to be 12-15 maximum, with 3 members of staff. The hours of operation would be from 08:00 to 18:00 Monday to Friday, with an allocated drop off time for the morning between 08:00-08:30 where the entrance gates to the site will remain open. However, collection times may vary. The statement also details the proposed arrangements for outdoor play with six 15min sessions throughout the day for a maximum of 6 children at a time.

The submitted statement also indicates that there is parking availability within the site for up to 5 vehicles.

Location

The application site is a large two storey detached property on the eastern side of Westerham Road, Keston. The property is set back from the road and benefits from a large front driveway. The site lies adjacent to the Keston Park Conservation Area.

Comments from Local Residents

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

- this part of Westerham Road is residential and if approved the application would alter Bracken House to create a substantial building that is dedicated solely to a commercial activity.
- breach of existing covenants that require the premises to be kept as a single private dwelling house with business use not permitted
- the change of use of the temporary building that already exists into an office would substantially increase the amount of space devoted to commercial activities
- would disrupt the established building line at the rear to houses on Westerham Road
- set a precedent for development at the rear changing the character of the area

- neighbouring property to the north is lower than Bracken House and so the overall height of the development is increased
- the proposal does not constitute home working
- additional noise and traffic disturbance
- development not in keeping with Conservation Area
- proposal would have a detrimental impact on current and future neighbours because it would cross existing building lines and create a precedent
- any development should respect the amenity of occupiers of neighbouring buildings
- applicants/agents have given no pre-advice to neighbours
- employing staff, having a separate business entrance and having a clear separation between business and residential use is not home working
- application is more of a day nursery rather than pre-school and restrictions should be applied to numbers of children, hours of operation and days open a week/per year
- most day nursery premises having living accommodation attached to their business
- pre-school is very different and of larger scale than the current childminding arrangement
- additional cars waiting to enter the property will be detrimental to the free flow of traffic
- shrubs and trees are in neighbours garden and would not reduce noise nuisance
- commercial premises mentioned in the design and access statement is over a quarter of a mile away and is irrelevant
- traffic plan is incorrect

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

Comments from Consultees

The Council's Highways Engineers have commented that the access to the site will remain as currently exists via the secure 'in and out' gated driveway and the parking will remain as existing, therefore raising no objection.

The Council's Environmental Health Officer raises no objections.

The Council's Early Years Officer has provided supporting comments for the application, stating the following:

'The application is for a small pre-school in an area where there is limited provision and would provide additional places for 2-5 year olds.

The house is currently registered by OfSTED for childcare on domestic premises and the building of this extension will enable the owner to take additional children in a purpose built, child-friendly environment.

The provider has been supported by the Quality & Sufficiency team with the development of this project and also with the delivery of the Early Years Foundation Stage.'

Planning Considerations

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

- H8 Residential Extensions
- BE1 Design of New Development
- BE13 Development Adjacent to a Conservation Area
- C1 Community Facilities
- C7 Educational and Pre-School Facilities
- EMP8 Use of Dwellings for Business Purposes
- T2 Assessment of Transport Effects
- T3 Parking
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety

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

Under ref. 97/01356, retrospective planning permission was granted for a single storey rear extension for conservatory.

Conclusions

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

The proposal consists of the construction of a substantial single storey rear extension to the rear of the property to be used as a pre-school. As such, the proposal includes the change of use of part of the site (the proposed extension) from residential to a business use, as well as consideration with regards to the acceptability of the extension itself.

The submitted statement indicates that the current residential premises, primarily the existing conservatory, is used by the householder to provide child care to between 12-15 children between the ages of 0months-5years. The proposed extension is to replace the existing conservatory and child care facility to allow the use as a pre-school for 12-15 children between the ages of 2-5years, although it is stated that the numbers of children attending will vary throughout the day and week

due to the requirements of the parents/guardians. It is proposed that the pre-school will be open between 08:00am - 18:00pm Monday-Friday.

The application also indicates that the intention is that the extension and use as a pre-school will be separate to the main dwelling (although an internal access will remain), and that the access to the pre-school would be via a side gate rather than through the main dwelling. However, the submitted statement also indicate that the primary use of the site will remain residential, with the main property as a domestic dwelling, and the extension as a pre-school owned and run by the occupants of the main house. It is noted that the floorspace of the ground floor of the existing property which will remain as residential is approximately 156 sq metres, with an additional approx. 140 sq m on the first floor. The floorspace of the proposed extension, to be used as a pre-school, will be approximately 102 sq metres. Additionally, it is proposed to use the existing detached outbuilding to the rear of the site as a staff room/office in conjunction with the proposed pre-school providing an additional floorspace of approximately 26 sq metres.

Policy C7 provides support for the Council's commitment to improved services and opportunities for children, as set out in its Early Year's Development and Childcare Plan. Comments have been received from the Education and Childcare services to their support for the development of the pre-school in this area. However, no information has been provided by the applicant as to the local need for such a development in this area to support the application.

The existing garden space at the property is to be utilised by the pre-school during the hours of operation. The applicant has stated that this will be limited to three sessions (morning/lunchtime/afternoon during summer), with each session being split between 2 groups of 6 children maximum each. It is noted that no objections to the proposal have been received from our Environmental Health officer.

Policy EMP8 relates to the Use of Dwellings for Business Purposes, and states that 'the Council will normally permit the use, by the householder, of part of a dwelling for business purposes only where: (i) the business use is secondary to the primary residential use of the property; (ii) the business use does not generate an unacceptable level of additional vehicular or pedestrian traffic so as to be detrimental to residential amenity; and (iii) the residential character of the area is not unduly affected by noise or other inconvenience.'

A number of objections have been received by neighbouring properties with regards to the proposed increased use of the property as a commercial activity, which would not constitute home working and would create additional noise and traffic disturbance. Concerns have also been raised with regards to a breach of existing covenants which require the properties to remain as single private dwellinghouses and not for use as a business. However, the matter of covenants cannot be considered as a material consideration in the determination of a planning application as they are a private legal matter.

As stated within Policy EMP8, a key concern will be the impact with regards to additional pedestrian and vehicular traffic. This is also a primary consideration with regards to both Policies C1 and C7. The submitted statement and plans indicate

that there is parking availability for up to 5 cars on the existing driveway. Additionally, the applicant has stated that as the number of staff and children who attend the pre-school will remain the same as the current child care facility, the travel/parking arrangements will not differ. However, it is indicated that there will be an allocated 30mins between 08:00-8:30am for drop off, where the main driveway gates will remain open, although the pick-up times will vary. Our Highways Engineers have advised that as the access to the site will remain as currently exists via the secure 'in and out' gated driveway and the parking will remain as existing, they raise no objection.

The extension will be located to the north of the rear of the property and will project approximately 17.7m in depth. The element which is to house the toilet area will have a flat roof approximately 3m in height and will be located 1m from the northern side boundary with the neighbouring property at Pari. The main part of the extension will retain a distance of 2.7m from the side boundary shared with Pari and will have a pitched roof with a maximum height of 3.55m (approximately 3m to the eaves). The extension will be located 11.65m from the southern side boundary shared with Fairlawns.

The existing boundary treatments to the sides and rear consist of heavy vegetation including tall bushes and trees, and from the rear garden of Bracken House the neighbouring properties are barely visible. As such the proposed single storey extension will be partially obscured by this existing vegetation. However, it should be noted that the proposed extension is considerable in depth close to the boundary with the neighbouring property at Pari and concerns have been raised by the residents of this neighbouring property with regards to the height, depth and location of the extension close to the shared boundary. Additionally, Member's should also consider the impact of the extension on the host dwelling with particular regards to its depth.

Taking into account all the above, whilst there is an existing child care facility at the site, this is contained within the main dwelling and existing small conservatory. As such, Member's may consider that on balance the proposed use of the extension and the existing outbuilding as a pre-school would create an unacceptable increased use of the site for a commercial purpose and as such the pre-school use at the scale proposed would be out of character with the surrounding residential properties and detrimental to the amenities of these neighbouring properties. Furthermore, Member's may consider that the proposed depth of the extension is excessive and is an overdevelopment of the site causing a detrimental impact on the character of the host dwelling.

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: APPLICATION BE REFUSED

The reasons for refusal are:

- 1 The proposed change of use of part of the site to form a pre-school would create an unacceptable increased use of the site for a commercial activity, which would be out of character with the surrounding residential properties and detrimental to the amenities of these neighbouring properties, thereby contrary to Policy EMP8 of the Council's UDP.
- 2 The proposal, by reason of its excessive depth and size would be an overdevelopment of the site causing a detrimental impact to neighbouring amenity and to the character of the host dwelling, thereby contrary to Policies H8 and BE1 of the Council's UDP.

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: 14/04148/FULL 1

Address: Bracken House Westerham Road Keston BR2 6HH

Proposal: Single storey rear extension to form pre-school (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"

SECTION '2' – Applications meriting special consideration

Application No : 14/04309/FULL1

Ward:
Petts Wood And Knoll

Address : Mega House Crest View Drive Petts
Wood Orpington BR5 1BY

OS Grid Ref: E: 544258 N: 167743

Applicant : G K Goldman Klein Ltd

Objections : YES

Description of Development:

Erection of roof extension to form part fourth floor to provide office accommodation (Use Class B1(a)).

Key designations:

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

Proposal

This scheme is for the provision of a mansard roof extension to the existing block to provide an additional 4435sq ft/412 sq metres of additional floor space at third floor level to create two additional office suites. The extension will include three balconies to the rear elevation. The proposed plans also include elevational alterations to the existing building, including partial rendering and cladding, the provision of new uPVC windows, and alterations to the existing front glazed entrance to incorporate a dark grey aluminium finish. The application submission states that the existing 50 off-street parking spaces will remain in place.

This application is accompanied by a Planning, Design & Access Statement.

This application is accompanied by application ref. 14/04311 which relates solely to elevational alterations to the existing building.

Location

The application site is located to the SE corner of Crest View Drive, in close proximity of its junction with Queensway which forms the western part of Petts Wood District Centre. The site adjoins residential development to the north and west. The neighbouring properties to the north comprise of two-storey suburban

houses, whilst the building to the west (along the facing side of the road) forms a four-storey block of 12 flats of modern appearance. A public car park adjoins the site beyond its southern boundary, and a railway line beyond its eastern boundary.

Comments from Local Residents

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

- loss of light/sunlight
- proposal will make Mega House taller than the building opposite

Comments were also received from the Petts Wood District Residents Association which can be summarised as follows:

- scheme will result in a much greater degree of overlooking
- applicant has not demonstrated economic need for additional office space, whereas in previous application there are references to vacant office space within the existing building
- similar proposal at Mortimer House, to the south of the adjoining public car park, was refused planning permission under reference 11/00538 and subsequently dismissed at appeal
- surrounding houses to the north of the site would be dwarfed by this proposal and would receive less light to their rear gardens and rear windows

Comments from Consultees

Technical Highways comments were raised in relation to the intended use of the lower three floors within the existing building (which are subject to Prior Approval for their conversion to flats): if these are to remain in office use, it will be necessary to consider whether there is existing parking capacity to accommodate additional parking; if the existing building is not fully let, the demand can be factored by the percentage occupied.

Any additional comments will be reported verbally at the meeting.

Planning Considerations

The application falls to be determined in accordance with Policies BE1 and EMP2 of the Unitary Development Plan (UDP) and the National Planning Policy Framework (NPPF).

Planning History

Under application ref. 14/02500, Prior Approval was granted in respect of the change of use of the existing building from Class B1(a) office use to residential Class C3 use to provide 29 flats. The proposal also reduced the number of parking spaces within the site to around 32 (subject to the final layout being agreed) from the existing 50.

Of relevance, under ref. 11/00538, an application relating to the neighbouring building at Mortimer House (situated to the southern side of the adjoining public car park) involving for a four-storey extension and an additional two storeys to the existing offices to provide part four/ five storey building, was refused for the following reasons:

"The proposal, by reason of its excessive scale, bulk and height, would result in an overly prominent structure within the street scene and would impact detrimentally on the visual amenities of the area, contrary to Policy BE1 of the Unitary Development Plan.

The proposed development would be detrimental to the amenities now enjoyed by the residents of properties adjoining the site by reason of loss of prospect and visual impact as a result of the four storey rear extension, contrary to Policy BE1 of the Unitary Development Plan."

This application was subsequently dismissed at appeal.

Conclusions

The main considerations in this case relate to the impact of the proposal on local character and townscape and on residential amenity; the appropriateness of this development in this location in light of Policy EMP2 of the UDP and the NPPF; and whether the scheme provides an appropriate amount of parking.

In terms of local character, the application site is situated just beyond the northern periphery of Petts Wood District Centre, and adjoins residential development to the north and west. The development to the north comprises of two-storey houses. The facing block is four storeys in height, but incorporates a substantially smaller footprint (in comparison to Mega House) which measures approximately 300sq metres in area. The buildings to the south along Queensway are of two/three storey form and contribute to the modest scale and suburban character of this part of Petts Wood.

Whilst Mega House, in its existing three-storey form, is considered to be of a height commensurate with the neighbouring development, the enlarged building (the height of which will be increased to a maximum of 13.8m) will be of a height and bulk which will appear out of scale and dominant within its surroundings, particularly the neighbouring two-storey houses to the north. The facing building block, despite its four-storey form, will be lower in height than the enlarged building and, in any case, appears a lot more discreet within the streetscene in view of its relatively modest scale. Accordingly, this proposal is considered unacceptable due to its effect on local character.

Concerns have also been raised on the basis that the proposal will lead to loss of light and overlooking. However, taking account of the location of the third floor extension - which will maintain a minimum separation of approximately 9m to the nearest neighbouring dwelling at No 2 Queensway - and the lack of fenestration within the northern elevation of the proposed extension, it is not considered that

this will be so significantly affected by this proposal as to justify refusal on this ground.

In regard to the appropriateness of this office accommodation, Policy EMP2 advises that proposals for office development will be expected to ensure that:

- (i) the shopping functions of the town centres are not impaired;
- (ii) access to the development by means other than the private car can be achieved, if necessary through the use of planning obligations; and
- (iii) on small office schemes mixed use or flexible space for small businesses and start-ups can be achieved.

The policy goes on to advise that schemes that provide facilities for small businesses will be permitted in local centres, provided that the vitality and viability of that centre is not impaired.

In light of the above policy criterion, it is considered that the proposal is acceptable in that the shopping function of the town centre will not be impaired; that there is adequate public transport service provision within close proximity of the site; and that the additional floor space has the potential to provide a beneficial business resource.

On the matter of parking, this application does not refer to the residential scheme which is the subject of Prior Approval for 29 flats within the existing building (with the associated reduction of parking spaces). The application has been submitted on the basis that this scheme provides an extension to the existing office accommodation with the existing 50 parking spaces remaining. The Agent has been asked to clarify the position, but if the existing level of parking provision is to remain, Members may consider that this existing level would be acceptable despite there being a net increase in office accommodation within the site.

In summary, whilst the principle of providing new office accommodation is considered acceptable, particularly given the potential loss of the existing office accommodation, the impact of this scheme on local character, particularly in view of its scale, bulk and height, is considered unacceptable.

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

RECOMMENDATION: APPLICATION BE REFUSED

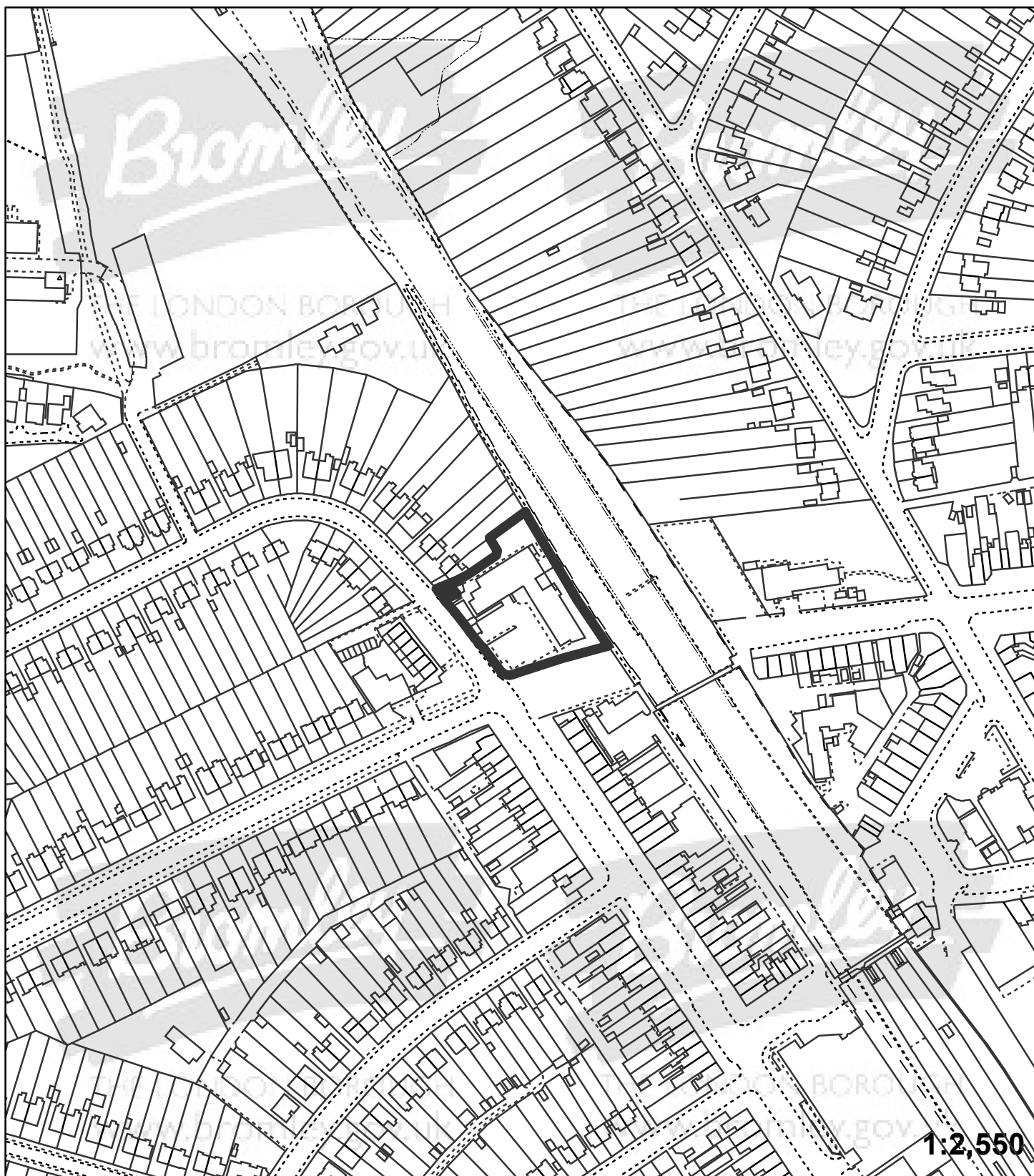
The reasons for refusal are:

- 1 The proposal, by reason of its excessive scale, bulk and height, would result in an overly prominent structure within the streetscene, which would adversely affect the visual amenities of the area, contrary to Policy BE1 of the Unitary Development Plan.

Application:14/04309/FULL1

Address: Mega House Crest View Drive Petts Wood Orpington BR5 1BY

Proposal: Erection of roof extension to form part fourth floor to provide office accommodation (Use Class B1(a)).



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

This page is left intentionally blank

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

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 0.3m 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:

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

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 refused due to its excessive size and lack of subservience. The application has been 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 by 0.3m and lowering the ridge height of the hipped roof below the main roof. Whilst this amended design does to some extent address the previous reason for refusal, 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. However, the extension will 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 would 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

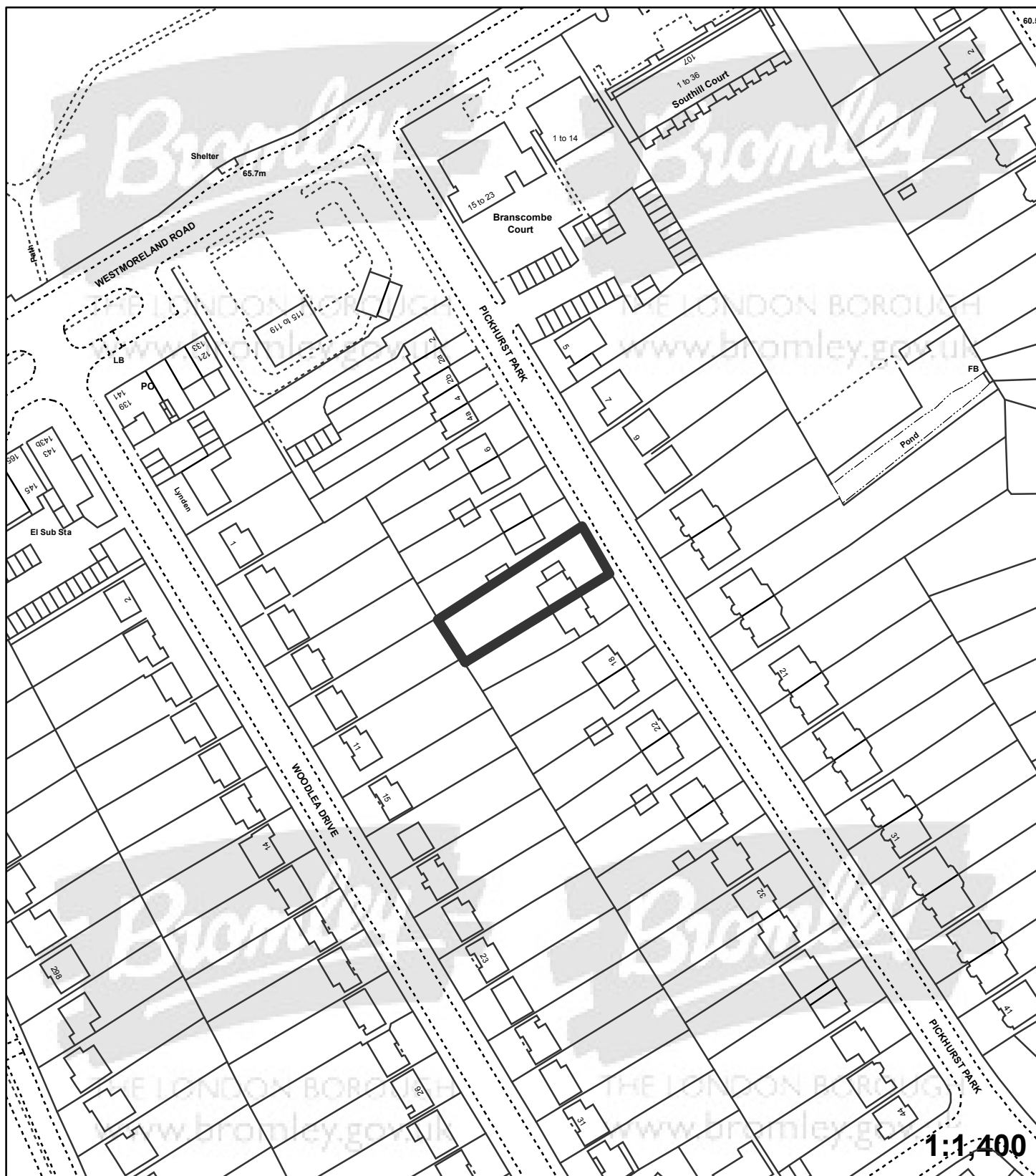
The reasons for refusal are:

- 1 The proposed extension would, by reason of its excessive size and 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"

This page is left intentionally blank

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

Application No : 14/03779/FULL6

Ward:
Hayes And Coney Hall

Address : 17 Hartfield Crescent West Wickham
BR4 9DN

OS Grid Ref: E: 540258 N: 165033

Applicant : Mr D Selvarajah

Objections : YES

Description of Development:

Single storey rear extension RETROSPECTIVE APPLICATION

Key designations:

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

Proposal

The application seeks retrospective planning permission for a single storey rear extension. The extension projects 3.3m in depth for a width of 6.8m and retains a distance of 1.255m to the eastern side boundary and approximately 3.9m to the western side boundary. The extension has an inverted pitched roof which projects up from the rear of the existing property to a maximum height of 3.9m. There are no windows in the eastern flank elevation, a set of doors in the western flank elevation and a large set of doors within the rear elevation.

Location

The application site is a single storey detached bungalow on the north-eastern side of Hartfield Crescent. The property has also recently had the benefit of alterations to the roof to create rooms in the roof space. The host dwelling and neighbouring houses are located on a hill and as such the gardens to the rear slope steeply upwards away from the properties.

Comments from Local Residents

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

- the height is over the top and cuts out all light

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

Comments from Consultees

There were no external or internal consultations made 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
H8 Residential Extensions

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

Under ref. 13/00179, a certificate of lawfulness application was granted for a Hip to gable, rear dormer and rooflights in front roof slope.

Under ref. 12/03103, planning permission was granted for a detached play house in rear garden and raised decking.

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 property is a detached bungalow which has recently been extended to the roof. Both neighbouring properties are also bungalows. All the properties in this section of Hartfield Crescent sit on a hill with the rear gardens sloping steeply upwards to the rear. The host property has steps from the rear patio, which lies in line with the ground level of the property, up to the garden level which is considerably higher. As such the roof of the extension has been constructed to slope up away from the rear of the house to allow for adequate light and outlook to the new room. The extension is a modest depth and retains a separation of approximately 3.9m to the western boundary shared with No. 15. As such Member's may consider that this neighbouring property is not unduly harmed by the extension.

A distance of 1.255m is retained to the eastern side boundary and as such the extension is closer to this neighbouring property at No. 19. Comments have been received from the occupier of this property with regards to the height of the extension and the impact on light. Due to the design of the roof, it increases in height from the rear of the existing property from approximately 3m to 3.9m. As such Member's may consider that as the depth and height of the roof which adjoins the existing dwelling may be considered to be acceptable with regards to the limitations of permitted development, it is the additional height of the roof due to the inverted pitch that is to be considered.

The neighbouring property at No. 19 sits to the south-east of the host dwelling. As well as the separation of 1.255m provided between the flank wall of the extension and the side boundary, there is additional separation from this shared side boundary to the property at No. 19. The extension whilst visible from this neighbouring property is also partially obscured by the existing boundary treatment on this shared boundary.

Taking all this into account Member's may consider that the extension does not cause a significant impact to the amenities of the neighbouring properties as to warrant a refusal.

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

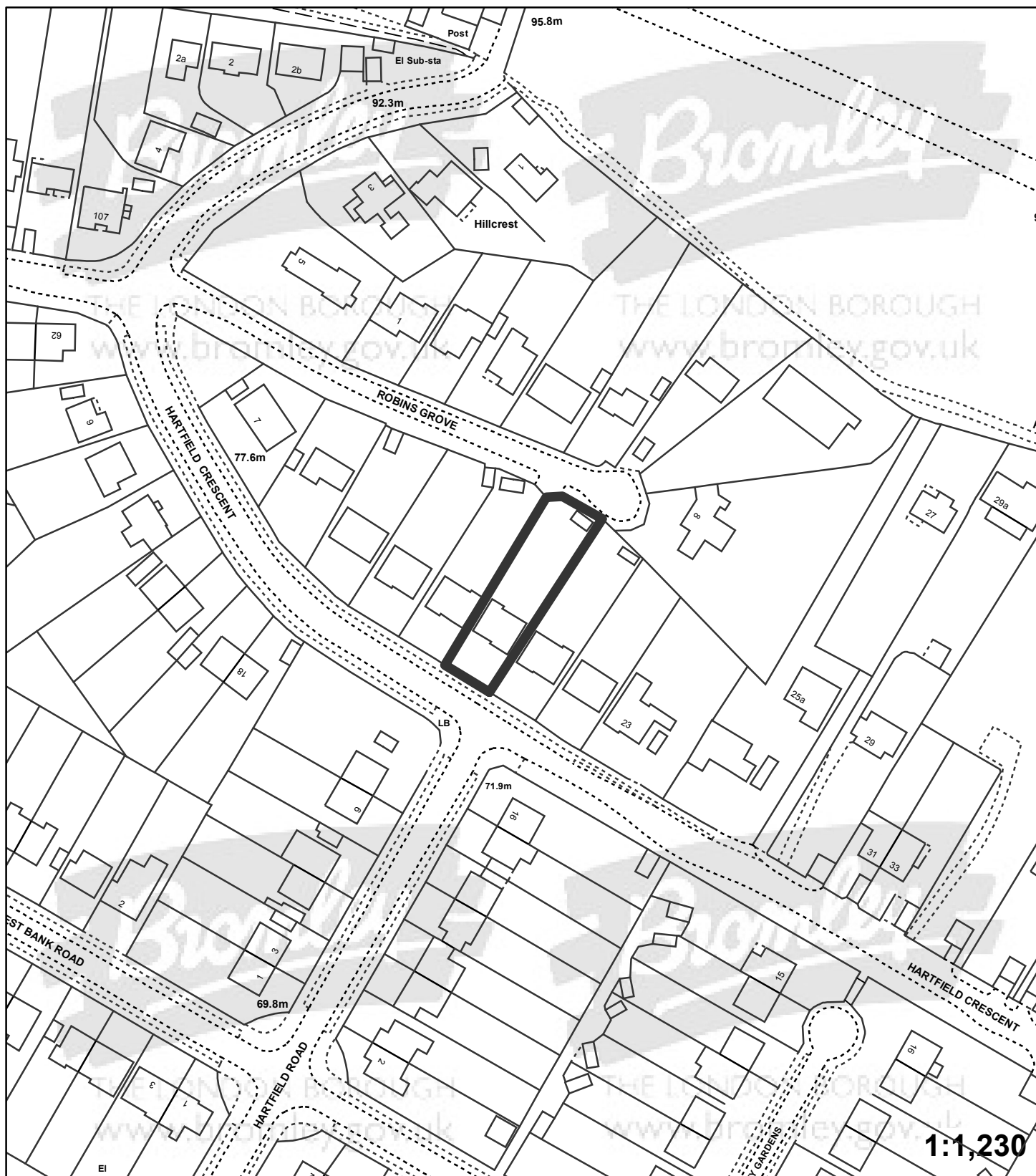
Subject to the following conditions:

- 1 ACK01 Compliance with submitted plan
 ACK05R K05 reason

Application:14/03779/FULL6

Address: 17 Hartfield Crescent West Wickham BR4 9DN

Proposal: Single storey rear extension RETROSPECTIVE APPLICATION



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

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

Application No : 14/04289/FULL2

Ward:
Bromley Common And
Keston

Address : Carisbrooke House 1A Pope Road
Bromley BR2 9SS

OS Grid Ref: E: 541655 N: 167727

Applicant : Langford Walker Ltd

Objections : YES

Description of Development:

Change of use of building from doctors surgery (Use Class D1) to three residential flats (Use Class C3) Incorporating single storey front infill extension

Key designations:

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

Proposal

The application is for the change of use of building from doctors surgery (Use Class D1) to three residential flats (Use Class C3), incorporating a single storey front infill extension.

Location

The building is located on the northern side of Pope Road, close to the junction with Bromley Common.

Comments from Local Residents

Two letters of objection have been received, summarised as follows:

- Is this social or private housing?
- The parking is bad on the street and with 3 flats there could potentially be 6 vehicles on the drive, but there is not enough room to park 6 vehicles. I am therefore interested to see the parking arrangements.
- The application does not make clear as to the use of the space immediately to the rear of the building, which is presently covered with vegetation and has been allowed to deteriorate. There is an intrusion of Japanese

Knotweed which is out of control. If the vegetation is allowed to continue to grow, there will be a loss of light to the rear of the flats.

- It has not been proven that there will be fewer vehicular movements along Pope Road. There is not enough space for 2 cars to pass in parts of the road where the Council's authorised parking spaces are. The one designated parking space to the front of the building will be insufficient when builder's vehicles are at the site and any parking in front of 1A or encroaching my crossover restricts the ability of my vehicles to leave my property, as does the authorised parking bay to the front of No. 2. As No. 1A will no longer need the parking space in front of No. 2, I believe this space should be reduced to a one space bay, giving me full access to and from my premises.

One letter of comment has been received, summarised as follows:

- We are disappointed that we did not receive a notification letter.
- We have suffered immensely with the parking from this block. The installation of on-street car parking bays has created an enormous strain on the street and encourages people to park on the road. What will the Council do if parking problems persist after the change of use?
- There is a very old tree to the front of the dwelling - this could be covered by a Tree Preservation Order?

Comments from Consultees

Housing Surveyor: The minimum recommended GIA for a 1 bedroom, 2 person flat is 50 square metres. The GIA for both proposed flats 2 and 3 is approximately 47 square metres, which is below the minimum recommended. Separate bedrooms, kitchens and living/dining rooms are recommended to avoid hazards associated with combined functional space.

Highways Engineer: No objection but on a matter of detail the parking spaces should be a minimum of 5m x 2.4m.

Planning Considerations

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

- BE1 Design of New Development
- H1 Housing Supply
- H12 Conversion of Non-Residential Buildings to Residential Use
- H7 Housing Design
- T1 Transport Demand
- T3 Parking
- C1 Community Facilities

Planning History

1968/9832B - Two storey building for group surgery doctors. Conditional permission. Implemented.

01/00268/FULL1 - Detached portable building at rear for storage use at 1A Pope Road Bromley. Permission granted on a temporary basis for a 5 year period.

03/01009/RENEW - Detached portable building at rear for storage use at 1A Pope Road Bromley. Permission granted on a temporary basis for a 5 year period.

New surgery at the Trinity Village (former Blue Circle Sports Ground) site: 10/03460/FULL1 - Three storey building comprising medical centre, pharmacy and offices (Class B1) on ground floor and 14 one bedroom and 10 two bedroom flats on upper floors, with single storey building for refuse/recycling storage and bicycle parking and 48 car parking spaces. Conditional permission.

Conclusions

The main issues relating to the application are the effect that it would have on the provision of services within the local community, the impact of the proposal 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 application building has an existing lawful use as doctor's surgery (Use Class D1), with parking to the front of the building. The application seeks the change of use of the building to three residential flats (Use Class C3), with parking to serve the flats provided to the front of the building.

With regard to the principle of the change of use of the building, the existing use of the building is as a doctor's surgery, which constitutes a community facility. UDP 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 agent for the application has set out within the submitted Design and Access Statement that the existing practice is to be moved to the new medical centre within the Trinity Village development, which is currently under construction. This information has been verified by a further email from the Practice Manager confirming the move, and a letter from Bircham Dyson Bell Solicitors confirming that the practice have agreed to move to the new medical centre. The new medical centre at the Trinity Village (former Blue Circle Sports Ground) site was permitted under planning permission reference 10/03460/FULL1, and is nearing completion on site. With regard to the requirements of UDP Policy C1, this policy requires that, if an alternative community facility is to be provided, this must be in an equally accessible location. The Public Transport Accessibility Level (PTAL) rating for both the existing surgery situated at Carisbrooke House,

and the surgery located at Trinity Village is Level 2, which indicates that the proposed location of the surgery is equally as accessible as the existing surgery in terms of public transport. Furthermore, the existing surgery is situated within a residential area, with on-street parking bays reserved for residents and no parking provision for visitors to the surgery. However, the new medical centre is served by 20 parking spaces reserved for visitors to the surgery. Given this, it is considered that the new surgery site is equally as accessible as the existing site in terms of public transport, and more accessible than the existing site in terms of private vehicular accessibility. Therefore, with regard to UDP policy C1, it is considered that the change of use of the application building is acceptable given that a new community facility is to be provided in an equally accessible location.

Whilst the change of use of the building from a community facility is acceptable in principle, it is necessary to assess whether the change of use of the building to a residential use is acceptable. In this regard, UDP Policy H12 states that the conversion of non-residential buildings to residential use will be permitted, subject to achieving a satisfactory quality of accommodation and amenity. The application proposes the conversion of the building to three residential flats, one split-level one bedroom flat, one ground floor one bedroom flat, and one first floor one bedroom flat. The split-level flat would have the living room and bedroom to the front of the building, with windows providing outlook onto the street. To the rear, the split-level flat would incorporate a ground floor toilet and ground floor kitchen window and a first floor bathroom window. These ground floor windows would look out onto the boundary fence of the site, which is located approximately 1.3 metres from the rear elevation. However, given that these are not the main habitable rooms of this flat, it is considered that there would be a sufficient level of amenity to these rooms. The first floor window would face the rear garden of No. 123 Bromley Common, however this serves a bathroom and could be conditioned to be fitted with obscure glazing, to prevent any overlooking of the neighbouring property. Flat 2, the one bedroom ground floor flat, would have a ground floor kitchen, bathroom and bedroom window facing the rear boundary fence, however the kitchen and bathroom are not main habitable rooms, and the bedroom is an open plan room which benefits from a large window in the front elevation providing adequate outlook from the flat. The first floor flat, Flat 3, has a rear facing bedroom window, as well as a rear facing kitchen and bathroom window. This flat would benefit from sufficient outlook, however the rear windows would look directly into the rear garden of No. 123 Bromley Common, which is sited approximately 1.3 metres from the rear elevation. However, these windows would be sited towards the end of the garden of No. 123 Bromley Common, and would not directly overlook the patio area which is sited closer to the house. Given the length of this garden, it is considered that the rear facing windows of Flat 3 would not result in an unacceptable level of overlooking of the rear garden area of No. 123 Bromley Common. It is noted that the proposed flats would not be served by any outside amenity space, however there is a large area of public open space close to the site, on the opposite side of Bromley Common. It is considered that, given the proximity of this large public recreation space, in this instance it is acceptable for the flats to not be provided with any private amenity space within the site. Taking into account the above, it is considered that the proposed flats would have an adequate level of amenity, and that the conversion would not have an adverse impact on the amenities of any neighbouring property.

The conversion of the building incorporates a small front infill extension, however this is minor in scale and would not alter the overall appearance of the building, such that the conversion would have no adverse impact on the character and appearance of the building or the street scene.

With regard to parking, the Highways Engineer has raised no objection with regard to the impact on the parking demand and traffic generation within the local road network. The proposal incorporates 4 parking spaces to serve the flats and this is considered sufficient. The issues raised by the neighbouring properties are noted, however given the comments of the Highways Engineer, it is considered that it would be unreasonable to raise objection with regard to the impact of the development on local traffic or parking provision within the area.

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 the file ref(s) set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials
 ACC04R Reason C04
- 3 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 4 ACH18 Refuse storage - no details submitted
 ACH18R Reason H18
- 5 ACH22 Bicycle Parking
 ACH22R Reason H22
- 6 ACH33 Car Free Housing
 ACH33R Reason H33
- 7 The first floor bathroom windows in the rear elevation of the Flat 1 and Flat 3 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.
- 8 ACI17 No additional windows (2 inserts) northern rear flats
Reason: In order to protect the residential amenity of the neighbouring properties and to comply with Policy H8 of the Unitary Development Plan.
- 9 ACK01 Compliance with submitted plan
 ACC01R Reason C01

INFORMATIVE(S)

- 1 You are advised that it is an offence under Section 137 of the Highways Act 1980 to obstruct "the free passage along the highway" (which includes the footway i.e. the pavement). This means that vehicles parked on the forecourt should not overhang the footway and therefore you should ensure that any vehicle is parked wholly within the site.

- 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)).

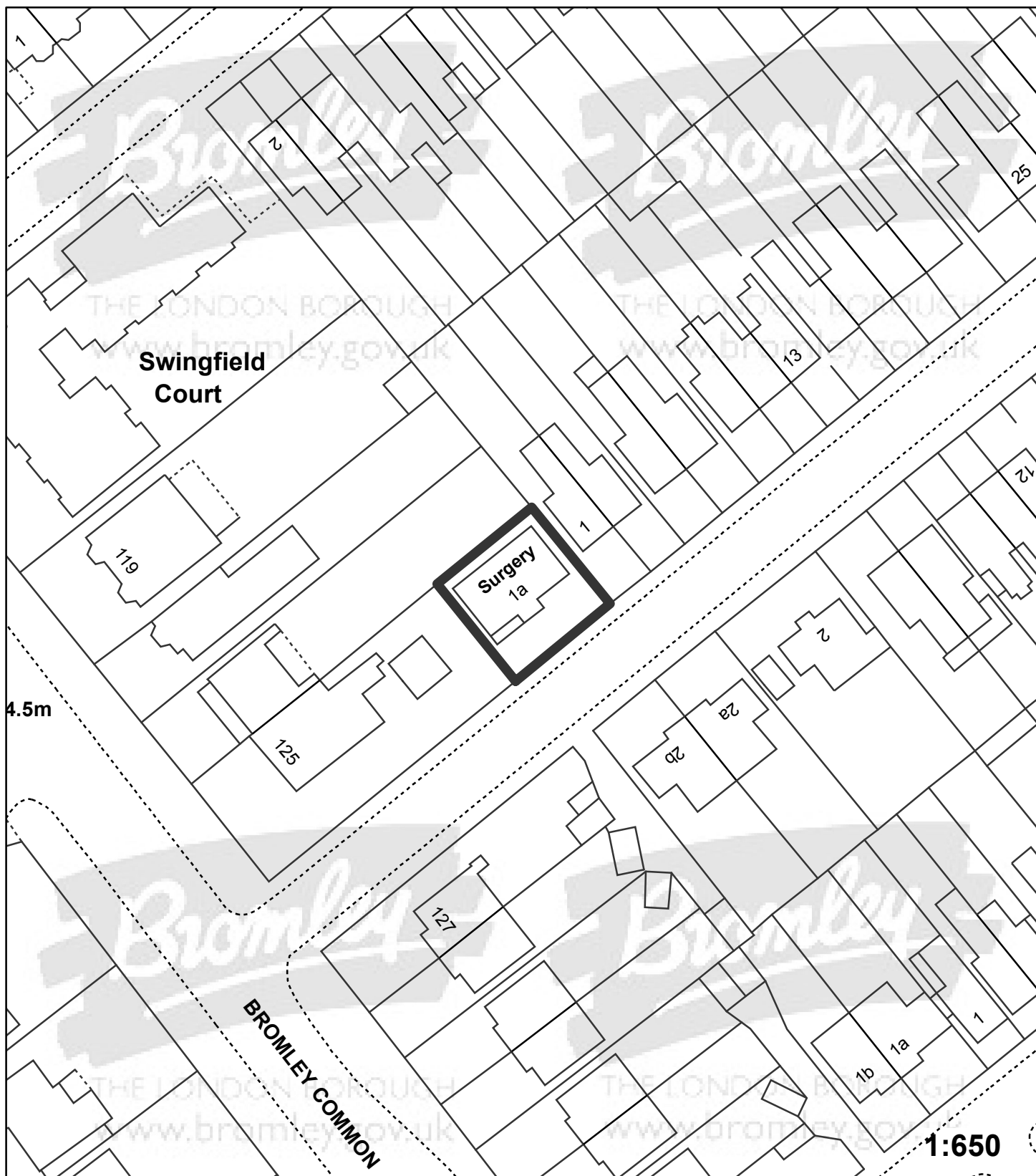
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/04289/FULL2

Address: Carisbrooke House 1A Pope Road Bromley BR2 9SS

Proposal: Change of use of building from doctors surgery (Use Class D1) to three residential flats (Use Class C3) Incorporating single storey front infill extension



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

This page is left intentionally blank

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

Application No : 14/04311/FULL1

Ward:
Petts Wood And Knoll

Address : Mega House Crest View Drive Petts
Wood Orpington BR5 1BY

OS Grid Ref: E: 544258 N: 167743

Applicant : G K Goldman Klein Ltd

Objections : YES

Description of Development:

Elevational alterations to existing building.

Key designations:

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

Proposal

This scheme seeks elevational alterations to the existing building, including partial terracotta tile cladding, white banding courses, and white rendering to its front, side and rear elevations. It is also proposed to install new uPVC window units. In addition, alterations are sought to the existing front glazed entrance to incorporate a dark grey aluminium finish and new entrance doors. The application submission states that the existing 50 off-street parking spaces will remain in place.

This application is accompanied by a Planning, Design & Access Statement.

This application is accompanied by application ref. 14/04309 which relates to a third floor office extension and elevational alterations to the existing building.

Location

See report reference 14/04309 of the agenda.

Comments from Local Residents

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

- loss of privacy
- overdevelopment of the site
- development will result in excessive parking demand in the area
- loss of employment in the area and benefit to local economy it provides
- neighbouring occupiers in agreement within the proposed plans

Comments from Consultees

Not applicable.

Planning Considerations

The application falls to be determined in accordance with Policy BE1 of the Unitary Development Plan (UDP) and the National Planning Policy Framework (NPPF).

Planning History

See report reference 14/04309 of the agenda.

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 is considered that the proposed elevational alterations, in particular the materials, are sympathetic in regard to the character and appearance of the host building and the wider area.

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 the file refs set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

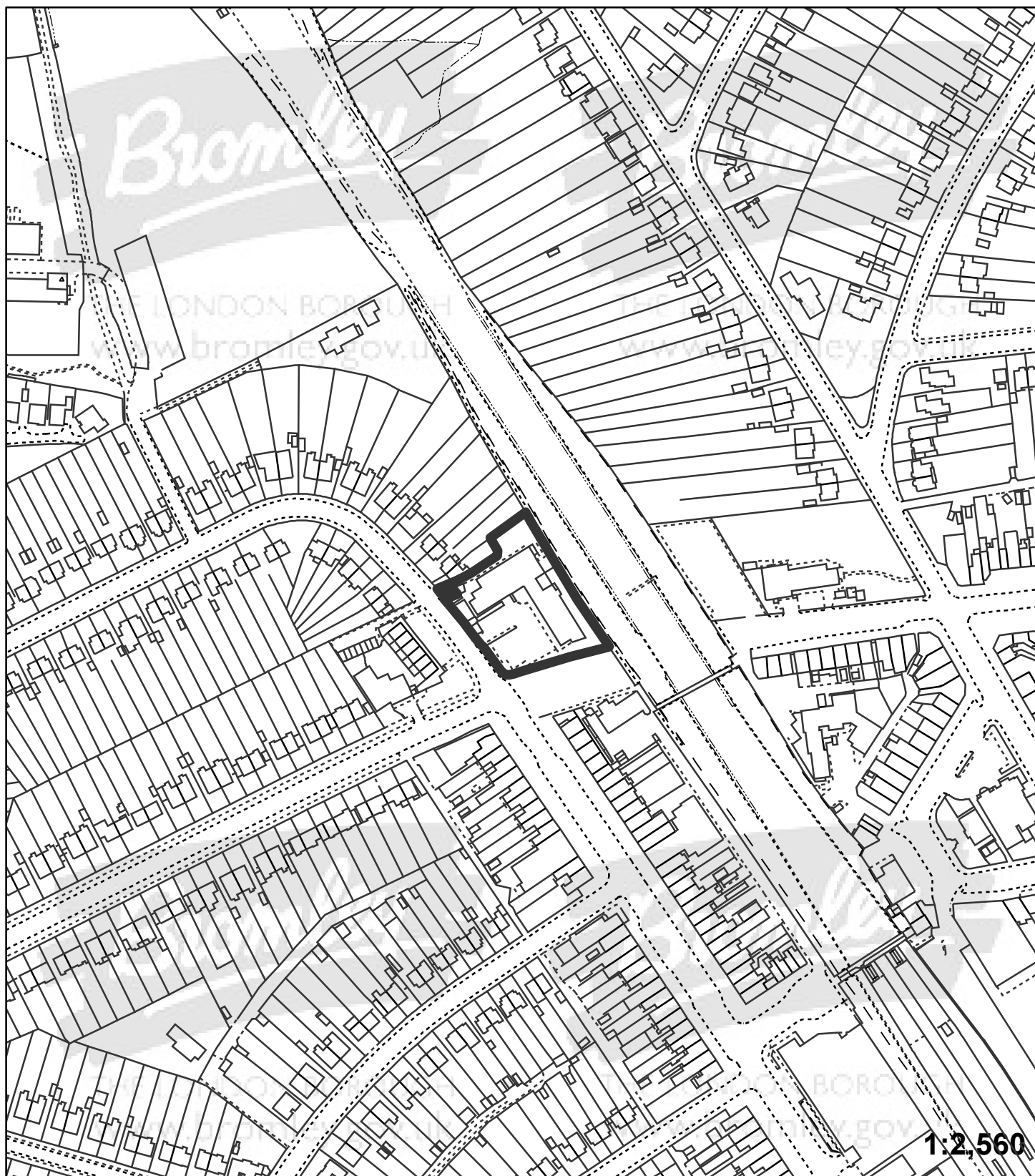
Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC07
ACC07R | Materials as set out in application
Reason C07 |
| 3 | ACK01
ACC03R | Compliance with submitted plan
Reason C03 |

Application:14/04311/FULL1

Address: Mega House Crest View Drive Petts Wood Orpington BR5 1BY

Proposal: Elevational alterations to existing building.



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

This page is left intentionally blank

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

Application No : 14/04391/FULL6

Ward:
Hayes And Coney Hall

Address : 15 Hambro Avenue Hayes Bromley BR2
7LS

OS Grid Ref: E: 540394 N: 166427

Applicant : Mrs G Robson

Objections : NO

Description of Development:

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

Key designations:

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

Proposal

The proposal is to construct a single storey front extension to create a new porch and downstairs WC, which would project 1.3m to the front. A part one/two storey side/rear extension a total of 11.3m deep at the southern side is proposed which would add a new bedroom upstairs plus an ensuite.

On the ground floor, a single storey extension 4.0m deep is proposed. The single storey element would have eaves at a height of 2.8m at the boundary with No.13, and a pitched roof at an overall height of 3.7m

Location

The host property is a semi-detached house on the eastern side of Hambro Avenue, Hayes.

Comments from Local Residents

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

Comments from Consultees

None.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space
SPG1 General Design Principles
SPG2 Residential Design Guidance

Planning History

14/01004/FULL6 - Part one/two storey side/rear and single storey front extensions. Refused permission on the grounds that "The proposed extensions by reason of their siting, excessive rear projection and overall scale and bulk would constitute an over dominant addition to the main dwelling, lacking in subservience and giving rise to an unacceptable impact on the lighting, outlook and prospect from neighbouring properties and the character and appearance of the area, thereby contrary to Policies BE1, H8 and H9 of the Unitary Development Plan and the Council's Supplementary Planning Guidance."

14/02777/FULL6 - Part one/two storey side/rear extension, plus single storey front extension. Refused permission on the grounds that: "The proposed extensions by reason of their excessive rearward projection and overall scale and bulk would constitute an over dominant addition to the main dwelling and would have a seriously detrimental effect on the amenities of the neighbouring properties, thereby contrary to Policy BE1, H8 and H9 of the Unitary Development Plan."

In comparison to this previously refused scheme, the extension has been reduced in depth by 1 metre at ground floor level and 2 metres at first floor level.

Applications of note at the adjoin property to the north (No.13 Hambro Avenue) include a 3.0m deep (at the rear) single storey side/rear extension granted in under ref. 04/04696/FULL6. In 2006 under ref. 06/02037/FULL6 a first floor side/rear extension was granted consent. This was also 3.0m deep and constructed above the ground floor extension previously permitted.

No. 17 Hambro Avenue has an existing single storey rear extension 4.0m deep which was granted consent as part of application ref. 09/03483/FULL6.

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.

This application follows two previous refusals for similar extensions. In comparison to the latest refused scheme, the extension has been reduced in depth by 1 metre at ground floor level and 2 metres at first floor level. The revisions to the proposal significantly reduce the overall scale and bulk of the extension. It is considered that the proposed extension, with its hipped roof design, subordinate ridge height, and set back from the front elevation, now appears as a subservient addition to the main dwelling, which respects the scale and proportions. It is therefore considered that the proposed extension would integrate satisfactorily with the existing dwelling.

With regard to the impact of the proposal on the character of the street scene, the single storey element of the proposed extension would be built up to the side boundary of the site, and the extension therefore fails to comply with the requirements of UDP Policy H9 which requires a distance of 1 metre to be retained to the side boundary of the site. However, the neighbouring property at No. 13 Hambro Avenue has a part single storey, part two storey side extension which is also built up to the side boundary of the plot. Given that there are other single storey side projections built up to the side boundaries of other properties in Hambro Avenue, most notably at both neighbouring properties, and taking into account that the two storey element of the extension is set over 1 metre from the side boundary, it is considered that the proposed extension would not result in unrelated terracing with the neighbouring dwelling, or result in the dwelling appearing overly cramped within the plot. It is therefore considered that, notwithstanding that the proposal is not fully in compliance with Policy H9, in this instance there would be no demonstrable harm to the character of the area, given the site circumstances outlined above.

In terms of the impact of the proposal on the neighbouring property, the reason for refusal of the previous application referred to the excessive rearward depth of the extension, which would have a detrimental impact on the amenities of the neighbouring properties. The single storey and two storey depth of the proposed extension has now been reduced, by 1 metre and 2 metres respectively. With regard to the impact on the adjoining property at No. 13 Hambro Avenue, the single storey element of the rear extension would be built up to the common boundary, however the extension would be modest in depth and height and would not appear overbearing when viewed from the rear facing windows of No. 13 Hambro Avenue. The two storey element is set in from the boundary, is modest in depth such that it would not appear visually intrusive when viewed from No. 13. In addition, subject to a condition restricting the insertion of windows in the flank elevation of the extension, the proposed extension would not adversely affect the amenities of this property. The other neighbouring property at No. 17 Hambro Avenue has a single storey side extension built up to the common boundary, which has no windows in the flank elevation. The proposed single storey element of the extension would not project beyond the rear of the extension at No. 17 and the two storey rear element would only project 3 metres from the rear, is modest in height

and set away from the boundary such that it would not appear overbearing or visually intrusive. The extension incorporates one side facing window, however this serves an en-suite and would not result in any overlooking of the dwelling at No. 17 Hambro Avenue. Given the above, it is considered that the proposed extension would not have an adverse impact on the amenities of the neighbouring properties, and the previous reason for refusal has been overcome.

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

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials
 ACC04R Reason C04
- 3 The first floor window in the southern 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) northern and southern flank extension

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

Application:14/04391/FULL6

Address: 15 Hambro Avenue Hayes Bromley BR2 7LS

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

This page is left intentionally blank

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

Application No : 14/04526/FULL6

Ward:
Kelsey And Eden Park

Address : 50 Stone Park Avenue Beckenham BR3
3LX

OS Grid Ref: E: 537345 N: 168324

Applicant : Mr Donald Hall

Objections : NO

Description of Development:

First floor side extension

Key designations:

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

Proposal

The application seeks permission for a first floor side extension.

The extension would measure 2.2 metres in width by 5.9 metres in depth with a hipped roof with a maximum height of 8.5 metres.

Location

The site is located on the northern side of Stone Park Avenue.

Comments from Local Residents

Nearby owners/occupiers were notified of the application, however no representation letters have been 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

SPG1 General Design Principles
SPG2 Residential Design Guidance

Planning History

01/01988/FULL1 - Single storey front, side and rear extensions. Conditional permission. Implemented.

Conclusions

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

The 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 would be adjoining an existing ground floor element, which is built up to the side boundary of the site, however the proposed first floor element would be set in 1 metre from the boundary. Given that the existing part of the two storey flank wall would be sited within 1 metre of the boundary, the proposal does not fully accord with the requirements of UDP Policy H9. However, to the south western side, the site borders an open access track, and there is significant vegetation to the boundary. In addition, the extension has been designed with a hipped roof to match the existing dwelling, and is set back from the front elevation, such that it integrates satisfactorily in terms of scale and design. Given the relationship with the open land to the south west and the scale of the extension, it is considered that, in this instance, there would be no demonstrable harm to the character and appearance of the area.

With regard to the impact of the proposal on the amenities of the neighbouring properties, the neighbouring property to the west at No. 54 has a side dormer window facing the site, however given the distance between the properties and the size of the extension, there would be no adverse impact on 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. Accordingly, the proposal would not conflict with UDP Policies H8, H9 and BE1

which aim to ensure that new development maintains a high standard of design and layout and respects the character and appearance of the local area including open space and gaps between buildings.

Background papers referred to during production of this report comprise all correspondence on the file ref. 01/01988 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

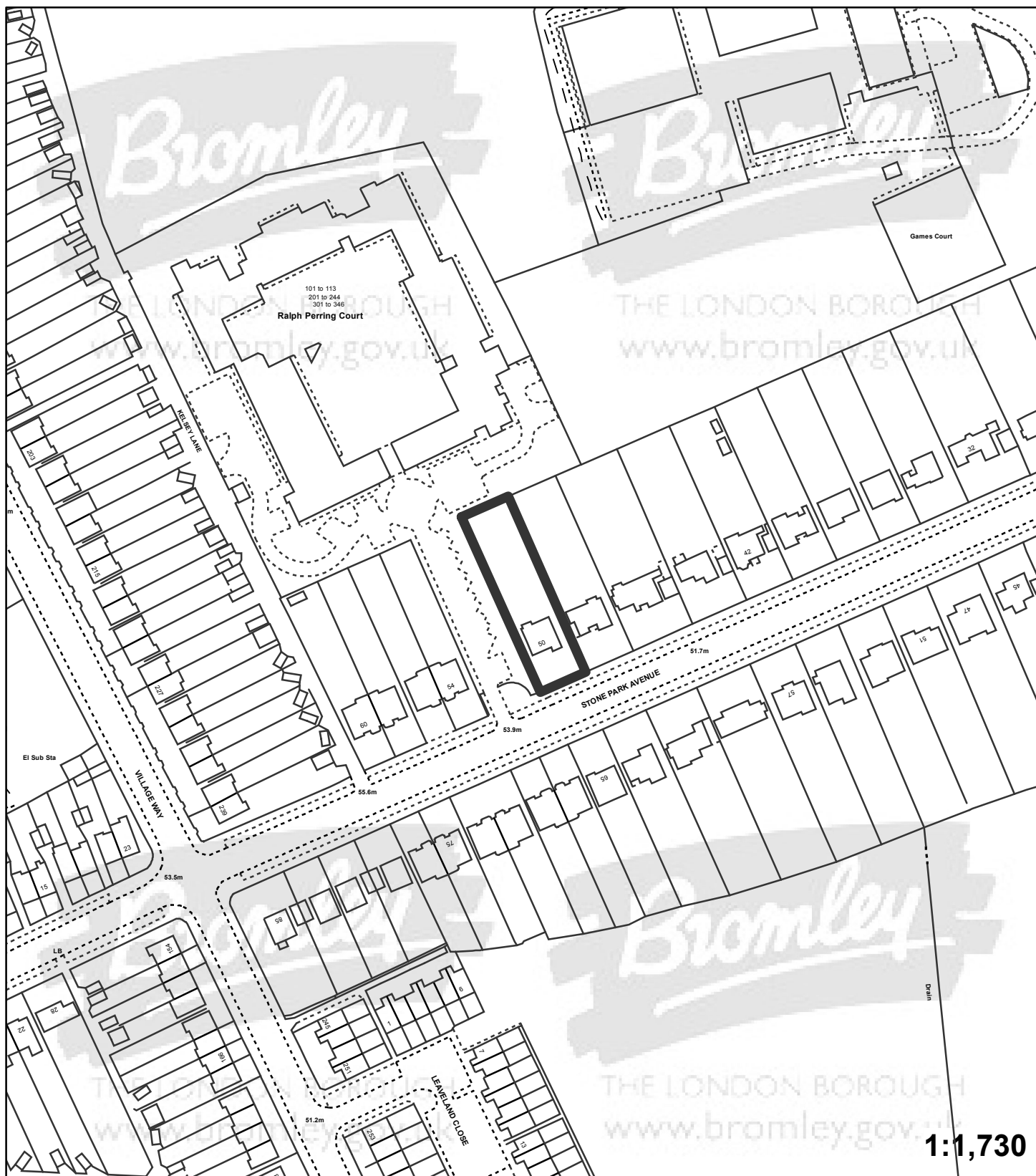
Subject to the following conditions:

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

Application: 14/04526/FULL6

Address: 50 Stone Park Avenue Beckenham BR3 3LX

Proposal: First floor side extension



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

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

Application No : 14/04543/FULL6

Ward:
Farnborough And Crofton

Address : 7 Topcliffe Drive Orpington BR6 7DP

OS Grid Ref: E: 544725 N: 164532

Applicant : Mr Hanson

Objections : YES

Description of Development:

Part one/two storey rear and single storey side extensions

Key designations:

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

Proposal

The proposal is for a two storey rear extension that is 5.5m deep to replace the existing conservatory and 'square off' the property. There is an additional single storey rear extension to form a conservatory that projects a further 4m to the rear and is 4.2m wide. The proposal also includes a single storey side extension that is 3.5m wide and 5.5m deep.

The two storey element provides a side space of 0.8m therefore does not comply with Policy H9 of the Unitary Development Plan which requires a minimum side space of 1m for the full height and length of two storey developments.

Location

The application site is a detached two storey property located on Topcliffe Drive, close to the junction with Dane Close.

Comments from Local Residents

Comments have been received from local residents and can be summarised as follows:

- side extension sits on boundary line and will block sunlight
- No.5 is at a lower level than No.7 and does not get light from overhead.

- the side extension would give the visual effect of being attached to the neighbouring property and will have an impact on the street scene.
- concerns regarding mature holly tree in front garden which provides privacy for No.5.
- possible impact of the new drains, soak ways and manholes on neighbouring drains and properties.

Comments from Consultees

No comments have been received.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Planning History

There is no planning history on this site.

Conclusions

The main issues in this case are the impact of the proposals on the character and spatial standards of the surrounding area and on the amenities of neighbouring residential properties.

The proposed two storey element is located to the rear of the existing property and will not therefore significantly alter the appearance of the building when viewed from the front elevation of the property. The two storey extension will be 5.2m deep and 5.8m wide to replace the existing conservatory and 'square off' the property. The rear elevation will contain two windows at first floor level and one at ground floor level. There will be one window in the flank elevation facing No.9. The two storey element provides a side space of 0.8m to the south eastern boundary therefore does not comply with Policy H9 of the Unitary Development Plan which requires a minimum side space of 1m for the full height and length of two storey developments.

The proposed two storey rear extension would not increase the width of the property, however due to the orientation of the site, oblique view of the flank elevation of the extension will be visible from the street. The two storey element will maintain the property line, with a side space of 0.8m The neighbouring property (No.9) has recently been subject to a first floor rear extension under planning ref: 11/03985/FULL6. This neighbouring property is set further back and the windows in the flank elevation are set towards the rear of the property. The proposed flank elevation of the extension will contain one small window, therefore this proposal will not have a significant impact on this neighbouring property in terms of loss of

light, outlook or privacy. There is an additional single storey rear extension to form a conservatory that is 4m deep and 4.2m wide. This will project from the rear of the proposed two storey element, maintaining the 0.8m side space.

The proposal also includes a single storey side extension which projects from the north western flank elevation by 3.3m and will be 5.5m deep. It will be set back from the front property line by approximately 4.5m, therefore will not have a significant impact on the street scene. The flank elevation facing No.5 will be blank. The pitched roof will be 2.5m high increasing to 3.2m and will contain two roof lights. This will be situated in front of the existing garage, meaning it can no longer be used for parking cars, however as there is space within the curtilage for parking two cars, the highways department raised no objection. Concerns have been raised with regard to this side extension blocking light to the neighbouring property (No.5) however it is a modest size therefore is not considered to have a significant impact on the street scene or the neighbouring property.

In this case whilst the Policy H9 would not strictly be adhered to, it is considered that the extension as proposed would not cause a detrimental impact on the street scene or either neighbouring property in terms of loss of light, privacy or outlook

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

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

as amended by documents received on 09.01.2015

RECOMMENDATION: PERMISSION

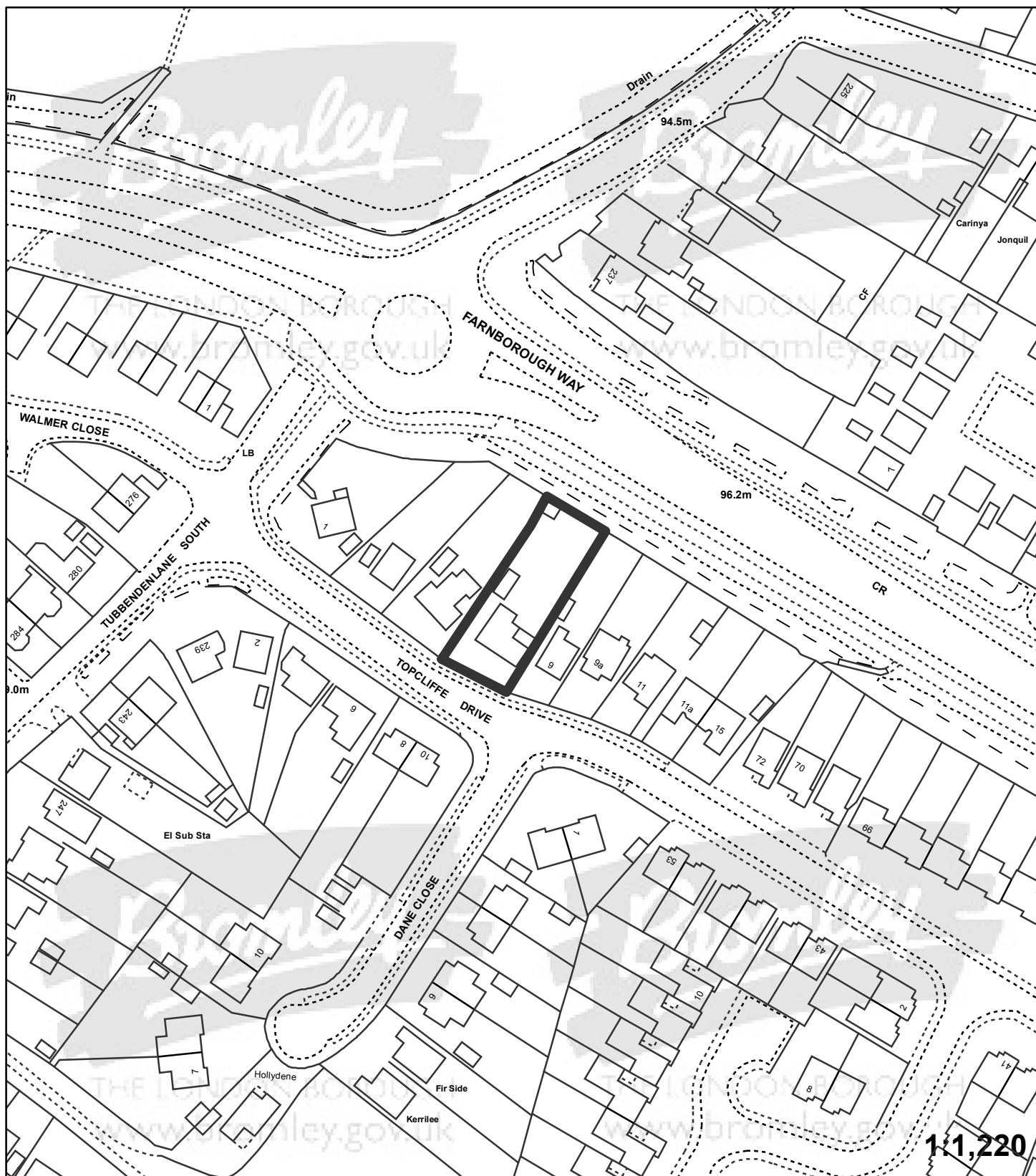
Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC04
ACC04R | Matching materials
Reason C04 |
| 3 | ACK01
ACK05R | Compliance with submitted plan
K05 reason |
| 4 | ACI10
ACI10R | Side space (1 insert) 0.8m south-eastern
Reason I10 |

Application: 14/04543/FULL6

Address: 7 Topcliffe Drive Orpington BR6 7DP

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