



THE LONDON BOROUGH  
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DATE: 9 February 2016

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

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

A meeting of the Plans Sub-Committee No. 4 will be held at Bromley Civic Centre on  
**THURSDAY 18 FEBRUARY 2016 AT 7.00 PM**

MARK BOWEN  
Director of Corporate Services

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

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

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

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

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**If you have further enquiries or need further information on the content of any of the applications being considered at this meeting, please contact our Planning Division on 020 8313 4956 or e-mail [planning@bromley.gov.uk](mailto:planning@bromley.gov.uk)**  
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**Information on the outline decisions taken will usually be available on our website (see below) within a day of the meeting.**

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

## A G E N D A

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- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF MINUTES OF MEETING HELD ON 17 DECEMBER 2015**  
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### SECTION 3 (Applications recommended for permission, approval or consent)

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## PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 17 December 2015

### Present:

Councillor Richard Scoates (Chairman)  
Councillor Peter Dean (Vice-Chairman)  
Councillors Vanessa Allen, Douglas Auld, Lydia Buttinger,  
Samaris Huntington-Thresher, Russell Mellor, Melanie Stevens  
and Michael Turner

### Also Present:

Councillor Michael Rutherford

## 18 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Simon Fawthrop; Councillor Douglas Auld attended as substitute.

## 19 DECLARATIONS OF INTEREST

Councillor Peter Dean declared a personal interest in Item 4.10. Councillor Dean left the room and did not take part in the discussion or vote.

## 20 CONFIRMATION OF MINUTES OF MEETING HELD ON 22 OCTOBER 2015

Amendment to Minute 14.6 - (15/03077/OUT) - Westerham Riding School, Grays Road, Westerham TN16 2HX

This site is located in Darwin Ward not Biggin Hill as stated in the Minutes.

**RESOLVED that subject to the amendment above, the Minutes of the meeting held on 22 October 2015 be confirmed and signed as a correct record.**

## 21 PLANNING APPLICATIONS

### SECTION 1

(Applications submitted by the London Borough of Bromley)

### 21.1 CRYSTAL PALACE CONSERVATION AREA

**(15/04121/LBC) - Crystal Palace Park, Thicket Road, Penge, London SE20 8DT**

Description of application – Repairs to granite steps and sphinxes to include repainting of the statues.

Members having considered the report, **RESOLVED that LISTED BUILDING CONSENT be GRANTED** as recommended, subject to the condition set out in the report of the Chief Planner.

**21.2  
CHISLEHURST**

**(15/04331/REG3) - Edgebury Primary School,  
Belmont Lane, Chislehurst BR7 6BL**

Description of application – Replacement windows and doors and new cladding and eaves to north-eastern and south-eastern elevations.

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

**SECTION 2**

(Applications meriting special consideration)

**21.3  
BICKLEY**

**(15/00698/FULL1) - Scotts Park Primary School,  
Orchard Road, Bromley BR1 2PR**

Description of application – Demolition of 2 existing single storey classroom blocks and replacement with 2 linked 2 storey classroom blocks to provide 7 additional classrooms and ancillary and support accommodation and link bridge; single storey extensions to provide caretakers store and enlarged support accommodation rooms and entrance; canopies to existing classrooms. Demolition of existing caretakers house to provide additional car parking and nursery play space. New bicycle store and entrance gates. New pedestrian entrance to western boundary.

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

**21.4  
BROMLEY TOWN**

**(15/01031/FULL1) - 2 Riverpark Gardens, Bromley  
BR2 0BQ**

Description of application – Demolition of a derelict shop with disused flat above and 3 unused garages to create 8 new apartments, associated hard and soft landscaping and the relocation of an electricity sub-station.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Michael Rutherford in

objection to the application were received at the meeting.

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

1 The proposed development by reason of its bulk and design would result in a harmful overbearing feature, out of character with the surrounding area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

Councillor Dean's vote against refusal was noted.

**21.5  
BROMLEY TOWN**

**(15/02330/FULL1) - 7 Oaklands Road, Bromley  
BR1 3SJ**

Description of application – Retrospective application for retention of decking to rear garden.

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

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with the deletion of condition 1 and the addition of a further condition to read:-

3 Details of the means of privacy screening for the decking shall be submitted to the Local Planning Authority within 2 months of the date of this decision notice and approved in writing. The privacy screening shall be completed in accordance with the approved details within 2 months of the date of approval and permanently retained as such. If the approved scheme includes any planting, any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

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

**21.6  
CHISLEHURST  
CONSERVATION AREA**

**(15/03407/FULL1) - Builders Yard Rear of  
1 to 4 Albany Road, Chislehurst BR7 6BG**

Description of application – Construction of a two bedroom single storey dwelling with associated car parking and landscaping.

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

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

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

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties. Subsequent to this meeting, officers realised a contamination condition should have been imposed and in this regard, a further report would be submitted to the Plans 1 Sub-Committee meeting on 7 January 2015 to seek agreement to add the condition and consider enforcement matters.

**21.7  
BROMLEY TOWN  
CONSERVATION AREA**

**(15/03982/FULL1) - 7 Beckenham Lane, Bromley  
BR2 0DA**

Description of application – Demolition of existing building and construction of replacement two storey building with additional accommodation within roof space comprising 9 residential flats (7x2 bedroom and 2x3 bedroom), bin store, cycle store, 13 car parking spaces, alterations to existing vehicular/pedestrian access onto Beckenham Lane, front boundary and associated landscaping at Nos 7-9 Beckenham Lane.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Michael Rutherford in objection to the application were received at the meeting.

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

**21.8  
CRAY VALLEY EAST**

**(15/04653/FULL1) - Rosedale, Hockenden Lane,  
Swanley BR8 7QN**

Description of application – continued use of land for stationing of residential caravans to provide 1 gypsy pitch, with associated works (hardstanding, fencing, septic tank and landscaping) and stable block and paddock on land adjacent to Vinsons Cottage, Hockenden Lane, Swanley (renewal of permission ref 08/02489 granted on appeal for a temporary period of 5 years).

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

**SECTION 3**

(Applications recommended for permission, approval or consent)

**21.9  
CHELSFIELD AND PRATTS  
BOTTOM**

**(15/02562/RECON) - Brinds Well Day Nursery,  
Hawstead Lane, Orpington BR6 7PH**

Description of application – Variation of conditions 15 and 16 of permission ref. 10/02031 granted for detached single storey nursery building with associated play areas, car parking, cycle parking and refuse store, in order to remove restriction on number of children and to allow part of the first floor to be used for staff room, playroom and gallery, ancillary to day nursery use, and addition of dormers, rooflights and rear roof terrace with external staircase.

Members having considered the report and objections, **RESOLVED that the VARIATION OF CONDITIONS BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with conditions 1-6 amended to read:-  
'1 Any trees or plants relating to the landscaping scheme approved under condition 2 of permission ref. 10/02031 which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

2 The boundary enclosures approved under condition 3 of permission ref. 10/02031 shall be permanently retained.

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

3 The surface water drainage approved under condition 9 of permission ref. 10/02031 shall be permanently retained.

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

4 The foul water drainage approved under condition 10 of permission ref. 10/02031 shall be permanently retained.

Reason: To ensure satisfactory means of foul water drainage and to accord with Policy 4A.14 and 4A.18 of the London Plan.

5 Parking spaces and sufficient turning space in accordance with details approved under condition 11 of permission ref. 10/02031 shall be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order 2015) (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land indicated or in such a position as to preclude vehicular access to the said land.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

6 The arrangements for the storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) which were approved under condition 12 of permission ref. 10/02031 shall be permanently retained.

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

The following condition was also added:-

7 The use of the roof terrace shall be limited to Mondays to Fridays inclusive between the hours of 09.00 and 17.00.

**SECTION 4**

(Applications recommended for refusal or disapproval of details)

**21.10  
CHELSFIELD AND PRATTS  
BOTTOM**

**(15/03067/FULL1) - Chelsfield Lakes Golf Centre,  
Court Road, Orpington BR6 9BX**

Description of application – Proposed adventure golf course and associated ornamental features and landscaping.

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

It was reported that further objections to the application had been received.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED without prejudice to any future consideration to seek a reduction in the height of the light columns, to seek clarification on the proposed features and to allow the submission of an ecology report.**

**21.11  
PETTS WOOD AND KNOLL  
CONSERVATION AREA**

**(15/03834/FULL1) - 9 Station Square, Petts Wood,  
Orpington BR5 1LY**

Details of application – Part demolition and rebuilding of first floor and conversion of first and second floor flat into 1 two bedroom and 1 one bedroom flats; part two/three storey rear extension comprising extension to ground floor retail unit with 2 two bedroom flats on first and second floors, including balconies with privacy screens and change of use of retail unit from Class A2 (financial and professional services) to Class A3 (restaurants and cafes).

Committee Member and Ward Member Councillor Douglas Auld spoke in objection to the application. Councillor Auld's comments can be viewed as Annex 1 to these Minutes.

Further correspondence from the agent requesting deferral, together with amended drawings had been received.

Members having considered the report and objections, **RESOLVED that PERMISSION BE REFUSED** as recommended, for the reasons set out in the report of the Chief Planner with condition 1 amended to read:-

'1 The proposals would result in an unacceptable standard of accommodation for future occupiers by reason of the lack of an adequate window to the

bedroom in Flat 3, the obstruction of natural light to Bedroom 2 in Flats 2 and 4 by the flank elevation wall to the balcony and the inadequate means of escape in the event of a fire from Bedroom 2 in Flat 2, which would be seriously detrimental to the amenities of those residents and contrary to Policy BE1 of the Unitary Development Plan.'

Two further reasons for refusal were added as follows:-

3 The proposal by reason of its size and the number of units would constitute an overdevelopment of the site out of character with the locality, harmful to the character and appearance of the Station Square Conservation Area and contrary to Policy H7, BE11 and BE1 of the Unitary Development Plan.

4 The proposed development would not provide sufficient on-site parking which would lead to on street parking pressure harmful to the character and amenities of the area and contrary to Policy T3 of the Unitary Development Plan.

**21.12  
BICKLEY**

**(15/04351/FULL1) - 2 The Avenue, Bickley,  
Bromley BR1 2BT**

Description of application – Proposed two bedroom detached dwelling.

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

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

The meeting ended at 8.40 pm

Chairman



Comments of Cllr. Douglas Auld to Plans Sub Committee 4  
on 17<sup>th</sup> December 2015, Concerning 9, Station Square,  
BR5 1LY. Application No. 15/03834/FULL1

Chairman

Station Square itself is at the centre of the Station Square, Petts Wood Conservation Area.

The planning officer's recommendation is to refuse this application. That recommendation and the grounds for it are shown at page 127.

In September this year I spoke against a similar application from the same applicant in respect of the same property. That application was refused on the general grounds of 1 unacceptable overlooking of neighbouring residential properties. 2 an overdevelopment of the site out of character with the locality and harmful to the character and appearance of the Conservation Area. 3. failure to provide sufficient on-street parking. Contrary to policies BE1, H7, BE11, BE1 and T3 of the Unitary Development Plan. This evening I shall speak against this fresh application

The only variations between the two are that the rear-facing windows have now been relocated onto the northern side elevation and privacy screens have been added to the rear of the balconies to prevent undue overlooking of neighbouring properties. I accept that the first ground for objection in the earlier application in respect of overlooking has been overcome. However to my mind grounds for refusal 2. and 3. for that application remain valid in addition to the grounds for refusal now recommended by the planning officer.

The proposal states that no parking is proposed for the development but adds rather loosely that there would appear to be space for two or three vehicles at the rear of the extension accessed from the rear service road, although the agent confirms that this is of an informal nature and is not currently used by the occupier of the existing flat.

It is not a service road, it is not even a lane. It is a rutted track. I know this 'service road' particularly well having dealt with a few matters in relation to it in the last three years. Some days it is possible to drive nearly the whole length of it but on others it is impossible, I would emphasize it is a service road, lane, track, whatever, serving the restaurants and shops on that side of Station Square, To suggest there would be additional parking available at this location is a myth.

In this report the Highways Engineer, at the top of page 123, seems to find it acceptable that no car parking spaces are to be provided. This is different from his comment for the earlier application when he stated that it would be preferable for car parking spaces to be provided. Why the change? The Highway Engineer goes on to say that the nearby Petts Wood Road and West Way some 500 to 600metres away have some free parking. I know this situation is about to alter as it is intended in the near future to change these fourteen free spaces to metered bays.

I have been a Ward Councillor in Petts Wood for nine years and have an excellent knowledge of local parking demands and difficulties. For the last five/six years the

local councillors, council officers, shop keepers and residents have worked together to achieve a balance of parking in central Petts Wood, taking into account the needs of residents, shop keepers and commuters. This has involved at least two public surveys and a great number of fine tuning amendments to reach the final scheme. If parking was difficult before it has become stretched to the limit with the opening of a branch of Sainsbury's and a number of quality restaurants, in this part of Station Square in the last two or three years. Without parking being available these businesses and the other surrounding shops would not survive. There is already a constant and increasing demand for more parking space. On the basis of these facts I disagree with the comments made by the Highways Engineer

Most of Station Square is metered and heavily parked. Turning right out of the service road at the rear of 9, Station Square, Petts Wood Road is single and double yellow lined for a minimum of five hundred yards. I have already mentioned that the fourteen free parking spaces there are to be converted to meter bays. West Way is fully parked day and night. In any event when it is cold, wet and windy who would want to park 500/600metres away and walk when it is possible to park near to home notwithstanding this would cause more obstruction.

The application site is in a Conservation Area. The scheme is to convert one flat into two and to build two additional flats in a new extension to the rear. Thus it is proposed to build the maximum possible number of flats, four, in a very tight and restricted area. The proposal states the communal amenity space would be located on the flat roof between the main building and the extension. The dimensions are not given but from the orientation of the two buildings this area would only receive minimum sun and natural light for a brief period each day.

While the proposed level of density for the four flats is within the threshold of the London Plan this has to be assessed against the character and spatial standards of the surrounding area.

While I believe it would be possible to have two flats at the location the current application would result in an overdevelopment of the site and would result in a crammed appearance, harmful to the character and appearance of the Conservation Area..

The Environment Health (Housing) Department at page 123, paras. 5 and 6 raise concerns about the lack of any window in the bedroom of flat 3, the obstruction of natural light to bedroom 2 of both flats 2 and 4 and in addition the inadequate means of escape from bedroom 2 of flat 2, in the event of a fire,

The Environment Health (Pollution) Department raise concerns that no details of a ventilation system have been submitted to support the proposed change of the ground floor premises to Class A3 restaurants/café use, in the absence of which, the proposals could cause harm to the amenities of neighbouring residential properties. Presumably primarily by smells and odours.

These concerns from the Environment Health Departments, with which I totally agree, are repeated in the planning officer's conclusion

I propose that the application be refused on the following grounds :-

Unacceptable standard of accommodation	policy BE1 of the UDP
Absence of details of the proposed ventilation system	policy S9 of the UDP
Overdevelopment of the site, out of character, harmful to the character and appearance of the Conservation Area	policies H7, BE11 & BE1 of the UDP
Insufficient or non existent on-site parking leading to on-street parking pressures.	policy T3 of the UDP

Thank you Chairman.

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## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/05246/FULL6

**Ward:**  
**Chislehurst**

**Address :** Trosley 14 Wilderness Road Chislehurst  
BR7 5EY

**OS Grid Ref:** E: 543841 N: 170406

**Applicant :** Mr Michael Overton

**Objections : NO**

### **Description of Development:**

Elevational alterations, demolition of existing garage and construction of lower ground floor front extension to provide garage and basement extension with associated landscaping works

Key designations:

Conservation Area: Chislehurst  
Smoke Control SCA 16

### **Proposal**

Permission is sought for the demolition of the existing garage and the construction of basement accommodation which would extend forward of the house and would incorporate an integral double garage/workshop, a swimming pool, a gym, a bar area and ancillary storage areas and plant room. Changes to the level of the drive would be required as the garage would be set lower than the existing garage, and there would be associated landscaping works to the front.

### **Location**

This detached dwelling is located at the northern end of Wilderness Road, and lies within Chislehurst Conservation Area. It currently has a detached double garage located to the front of the property which was built around 2007, and it has previously been extended to the side and rear.

### **Consultations**

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

### **Comments from Consultees**

The Advisory Panel for Conservation Areas raises objections to the proposals on the basis that the increased extent of building work in front of the main elevation of the house would detract from the character of the house, and would impact adversely on the character and appearance of this part of the Conservation Area.

Wilderness Road is a private road, and no technical highways objections are raised to the proposals.

No objections are raised in principle from a drainage point of view, and Thames Water has no concerns.

### **Planning Considerations**

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

BE1 Design of New Development  
BE11 Conservation Areas  
H8 Residential Extensions  
NE7 Development and Trees

### **Planning History**

Permission was granted in 2007 (ref.06/03692) for a detached double garage to the front of the house, and the conversion of the existing garage into habitable accommodation.

### **Conclusions**

The main issues in this case are the impact of the proposals on the character and appearance of Chislehurst Conservation Area, on the amenities of the occupants of surrounding residential properties, and on important trees on the site.

It is proposed to lower the gradient of the driveway, thus enabling the front garage extension to be set approximately 1.4m lower than the existing garage, and it would be set 3.2m further back towards the house. However, the extension would be 3.7m in height compared with 3m in height for the existing garage, and would still project 6.3m forward of the dwellinghouse. It would measure 9.6m in width compared with 6.3m in width for the existing garage, and it would extend up to the north-western flank boundary with Hedgerows where currently there is a 3.75m separation between the garage and the boundary.

A front extension is also proposed to the other side of the front entrance steps which would accommodate part of the basement gym, and would measure 4.7m in width, although it would be set 1.5m further back than the proposed garage extension. Together with the front garage extension, it would introduce a greater amount of built development across the frontage of the dwelling, which would appear unduly prominent within the street scene, and would have a detrimental impact on the character and spatial standards of Chislehurst Conservation Area.

With regard to the impact on neighbouring properties, the proposed basement accommodation would not adversely affect the amenities of the adjoining dwellings, and the proposed front extensions would be set at a low level in relation to the neighbouring dwellings, and would not therefore result in any undue loss of light or outlook.

With regard to the impact on trees, there are no trees of significance within the footprint of the proposals, and those situated nearby are likely to have been planted in recent years. There is an early mature oak tree at the front of the site adjacent to the pedestrian access gate, and there appears to be sufficient clearance to accommodate construction-related deliveries. No objections are therefore raised to the proposals from a tree point of view.

**RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

- 1 The proposed front extensions would, by reason of their excessive size, bulk, width and forward projection, appear unduly prominent within the street scene, and would have a detrimental impact on the character and spatial standards of Chislehurst Conservation Area, thereby contrary to Policies BE1, BE11 and H8 of the Unitary development Plan.**

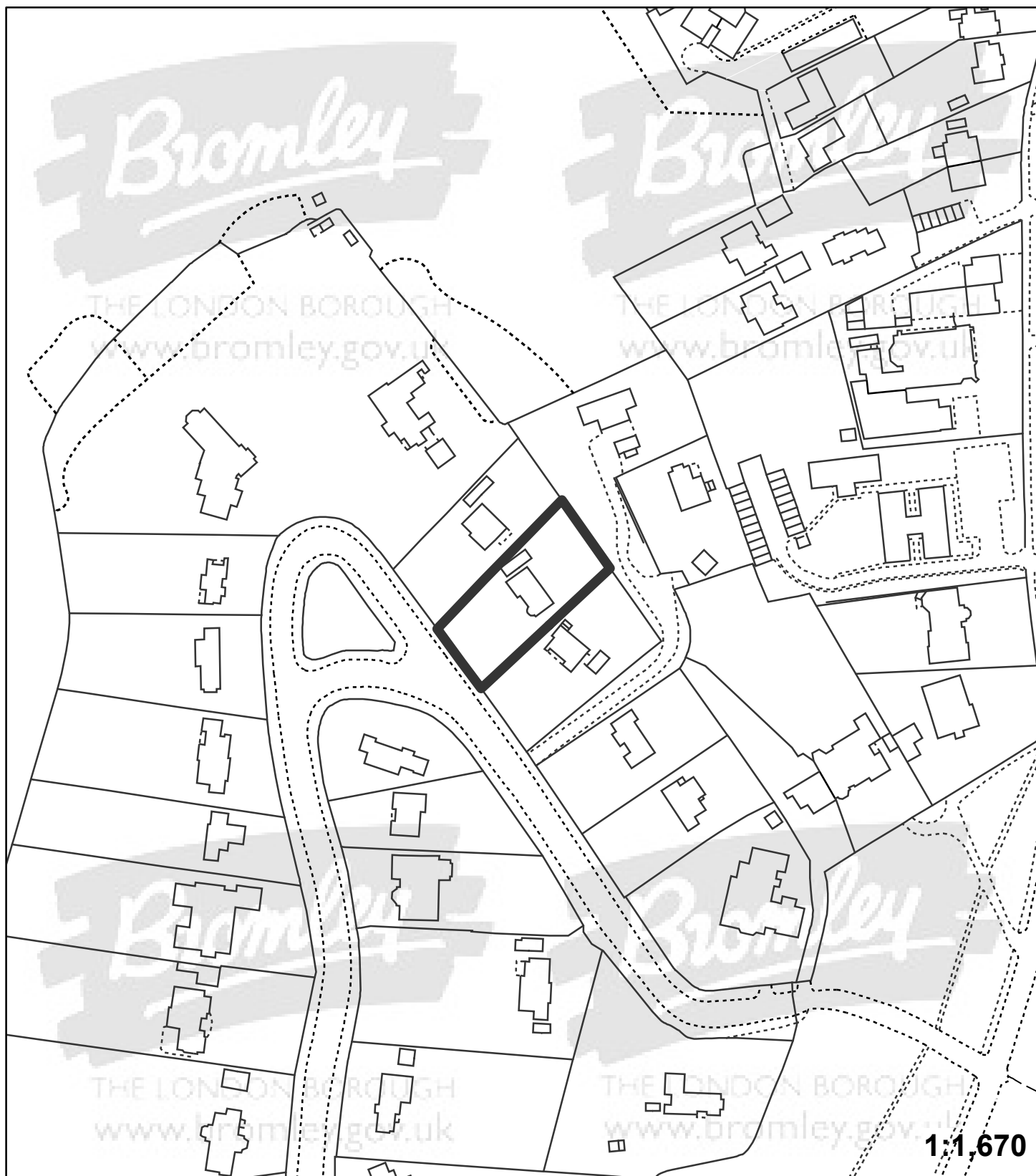
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**Application:**15/05246/FULL6

**Address:** Trosley 14 Wilderness Road Chislehurst BR7 5EY

**Proposal:** Elevational alterations, demolition of existing garage and construction of lower ground floor front extension to provide garage and basement extension with associated landscaping works



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

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## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/05259/FULL1

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

**Address :** 74 Madeira Avenue Bromley BR1 4AS

**OS Grid Ref:** E: 539412 N: 170089

**Applicant :** Mr R Stone

**Objections :** YES

### **Description of Development:**

Demolition of existing bungalow and replacement with two semi-detached properties each with two off street car parking spaces

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 3

### **Proposal**

Permission is sought for the demolition of the existing detached chalet bungalow and the erection of two semi-detached 4 bedroom properties with off 4 off road car parking spaces. The application is a resubmission of a previous application (ref:-14/05019/FULL1) which was refused planning permission on 25th March 2015 for 'Demolition of existing bungalow and replacement building comprising 5 x 2 bedroom apartments and off road car parking'. The application was dismissed at appeal on 16th November 2015.

The footprint of the two houses would measure 12m in width x 17.2m in depth and would reach a similar height to that of No.78 measuring approximately 12m to the ridge. The dwelling would be three storeys in height with 4 rooflights in the front elevation and have a hipped roof. A 1m side space is to be maintained to both shared side boundaries. Both flank elevations are proposed to have high sided windows which will be obscure glazed and fixed shut. The rear elevation will have two sets of windows and two rooflights in the roof with windows on the first floor and bi-folding doors on the ground floor. The garden is sloped upwards with several mature trees located in the rear garden which are TPO. The existing front garden is to be used for off-street car parking for 4 cars.

A Design and Access Statement accompanies the planning application. The site has an area of 0.076ha and therefore has a proposed density of 26.3 dwellings per hectare.

## Location

The application site is located on the north-east side of Madeira Avenue, Bromley. This is a residential area with a mixture of housing style and types. The application site currently has an existing bungalow on the site. The site slopes upwards with the rear garden currently accessed by climbing several steep steps. The rear garden contains mature trees and landscaping.

The site is located between No's 72 and 78 Madeira Avenue both of which are two storey family residential dwellings.

## Consultations

Nearby owners/occupiers were notified of the application and at the time of writing the report a large number of representations were received in objection to the scheme, which can be summarised as follows:

- o The proposal is essentially two very compacted 4 bedroom houses
- o The current building is a sound, solid building that should be maintained.
- o The proposal is an overdevelopment of the site.
- o Not in keeping with the street scene
- o The frontage would be hard paved car park with insufficient landscaping or facilities for recycling
- o The internal space is limited
- o The proposal would cause overlooking
- o Concerned about surface water run off.
- o Increased rainwater would not be able to soak into the front garden and would increase the risk of flooding.
- o Steep rise to the back would offer little scope for outside storage.
- o The houses will increase the flow of traffic on the road
- o Concerns are raised over the large amount of soil removal from the property

Full copies of all the objection letters can be found on the planning application file.

The Ravensbourne Preservation Society have objected to the proposal.

## Consultee comments

No Highways objections are raised subject to conditions.

The development is located in an area with a PTAL rating of 1b (on a scale of 1-6, where 6 is the most accessible) and lies just outside of Bromley Town Centre Controlled Parking Zone (CPZ) where there is limited parking available. There is a lamp column and a tree outside this property which would need relocation and replanting.

No objections were received from the Drainage Engineer subject to a condition.

Thames Water made the following comments:-

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

No Environmental Health (Pollution) have raised no objections subject to an informative.

Environmental Health (Housing) - concern is raised regarding the rooflights to the proposed second floor master bedroom not having a reasonable outlook. Concern is also raised about the proposed living and combined kitchen/dining area. The only means of natural ventilation to these areas would appear to be the external french doors to the living area. This present a conflict between providing natural ventilation to these two area, retaining warm in the winter and adequate security.

Tree Officer - concern is raised that the tree information is only indicative of tree positions. As the site is subject of a TPO more survey data is required to enable the tree impact.

Street streets Officer: The tree has developed too much to be moved. Using CAVAT (Capitol Asset Valuation for Amenity Trees) I have valued the tree at £2,202. We would need to be compensated to this value if the removal of the tree was to be agreed. All funds we receive through CAVAT valuations are paid in to our tree planting budget.

Waste services: no response received at time of reporting.

### **Planning Considerations**

Policy BE1	Design of New Development
Policy BE7	Railings, Boundary Walls and Other Means of Enclosure
Policy H1	Housing Supply
Policy H7	Housing Density and Design
Policy H9	Side Space
Policy H11	Residential Conversions
Policy NE7	Development and Trees
Policy T3	Parking
Policy T7	Access
Policy T18	Road Safety

Supplementary Planning Guidance 1 & 2

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

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 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
- 7.6 Architecture
- 7.21 Trees and Woodland
- 8.3 Community Infrastructure Levy

The Mayor's Housing Supplementary Planning Guidance.

National Planning Policy Framework.

## **Planning History**

Under planning application reference: 14/05019 planning permission was refused for "Demolition of existing bungalow and replacement building comprising 5 x 2 bedroom apartment and off road car parking. The reason for refusal read as follows:-

"The proposal would, by reason of its scale, height, massing and density, site cover and type of housing proposed, constitutes an overdevelopment and incongruous form of development, out of character with neighbouring development and harmful to neighbouring amenity by reason of overlooking and loss of privacy; and, if permitted, would be likely to set a pattern for similar undesirable development along this part of Madeira Avenue which is made up of individual family houses, contrary to Policies BE1 and H9 of the Unitary Development Plan".

The application was subsequently dismissed at appeal on 16th November 2015. The Inspector stated that whilst no harm was found in relation to the appeal scheme's effects on the privacy of adjacent occupiers, the proposal would be harmful to the area's character and appearance.

## **Conclusions**

The main considerations in assessing the proposal are the impact of the development upon the character of the area and immediate vicinity, the level of development proposed, the level of parking provision and the impact upon road

safety, the amenities of neighbouring residents and the quality of accommodation for future residents.

### Previous scheme

The previously refused scheme and dismissed appeal are material considerations in the determination of this application. Following the refusal of the previous scheme and dismissed appeal the agent has sought to change the proposal from 5 x 2 bedroom flats to 2 x 4 bedroom houses. The accompanying Design & Access statement states that the current application has been submitted to address the issue of the character and appearance of the area raised by the appeal Inspector.

### Principle of demolition and redevelopment

The National Planning Policy Framework (NPPF) states that planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value. The NPPF defines "previously developed land" as: "Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure".

London Plan Policy 3.4 states that development should optimise housing output for different types of location taking into account local context and character, design principles and public transport capacity.

In view of the fact that the application site is currently in residential use no objection is raised to the continued use of the site for residential purposes providing a suitable residential environment for future residents is put forward.

### Layout, siting and design and aesthetic impact of the proposal on the character and appearance of the street scene and area in general

The applicant proposes to demolish the existing bungalow and erect a three storey dwelling that will be of a similar height to the neighbouring residents at No. 78 Madeira Avenue.

A side space of 1m is afforded to both boundaries and this is considered to meet the requirements of Policy H9 (Side Space) contained within the Council's UDP. The design of the pair of semi-detached properties has been designed to match the height of the neighbouring house at No.78. The development measures approximately 17m deep x 12m in width and projects 1.7m forward of the front building line compared with No. 72. The Design and Access Statement states that in terms of scale, siting, massing and bulk the current proposal is significantly reduced and the pair of houses are sited to respect the street scene and the relationship with the semi-detached houses either side.

The design that has been put forward is generally in keeping with the surrounding street scene and the architectural detail of the property has been taken from the

neighbouring properties to maintain continuity of design and blend in with the street scene.

The front elevation proposes doors, windows and skylights in the roof. The flank elevations show several sets of windows which are to be obscure glazed. The rear elevations due to the gradients of the site proposes the construction of several doors and windows.

### Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could reasonably be expected within each unit. Table 3.3 of the London Plan requires a Gross Internal Area of 106sqm for a three storey 4 bedroom house.

### Trees

Tree Officer has provided comments which ask for further survey data which can form part of a condition. It is noted from the drawings that no trees in the rear garden (which are all covered by a blanket TPO) are to be removed. The agent has submitted a Topographical Survey.

A street tree is located to the front of the property would need to be moved to allow off-street parking to occur. Having contacted the Council's Street Trees department it was concluded that the removal of the street tree would be permissible providing the costs of the tree removal and reinstatement costs of compensatory planting were agreed in full by the developer. The total cost would total £2,100. The Council would seek to replant in several suitable locations nearby to compensate for the loss of the trees amenity value.

### Parking

No Highways objections are raised subject to conditions. The development will result in the removal of the existing front garden to accommodate 4 off-street car parking spaces. Whilst off street car parking is not a common feature of the road the existing bungalow does have a garage with a driveway and the Highways Officer has not raised any objections to off street parking.

### Railings, Boundary Walls and Other Means of Enclosure

The existing boundary enclosures will be maintained and all trees to the rear will remain. To the front a paved driveway is proposed and a boundary fence/gate is proposed to either side of the property to allow access via the flank elevations.

### Refuse storage

London Plan Policy 5.16 requires London Boroughs to minimise waste and encourage recycling.



Bin storage and recycling is to be located to the front of the property in between the four car parking spaces.

### Cycle parking

London Plan Policy 6.9 states that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3. This table states that residential developments should provide 1 cycle space for 1 and 2-bed units and 2 cycle spaces per 3 or more bed units. Cycle storage (one per unit) is not shown but the agent has confirmed a willingness to provide the necessary number of cycle spaces, which can form part of a condition.

### Impact of the proposal on the amenities of neighbouring occupiers

Unitary Development Plan policies BE1 and H9 seek to protect neighbouring residential properties against the loss of amenity resulting from reduced daylight, sunlight and / or overshadowing.

A large number of objection letters have been received from local residents. The main impact of the development will be to the neighbours located either side of the property, No.78 and No.72 Madeira Avenue. The proposal will add bulk and massing over the existing bungalow which is only single storey. The height of the development will be approximately level with No.78 and the overall depth means the property will extend 3m further back to the rear than the existing bungalow. The distance to the boundary of the flank elevations is 1m and a total gap of 7.3m separates No.74 & No.78 and 4m separates No.74 & 72 (owing to side extensions at both properties). The front elevation will overlook the rear garden of No.22. Given the size of the plot and the increase to the footprint of the property to the front and rear the development appears acceptable. There will be additional bulk added to the building particularly to the rear but note there is mature landscaping to both boundaries.

### Summary

The proposal is considered to be a well-designed scheme that reflects the general pattern of development which is of varying design and vernacular. The appearance of the building would be that of a three storey development with accommodation in the roofspace which seeks to blend in with the existing street scene. The level of separation to the boundaries is acceptable and sufficient distance to neighbouring properties exists to not cause detrimental harm to daylight or outlook of adjoining residents. The parking levels are also considered appropriate for the number of units proposed.

It is clear that there will be an impact on the adjacent properties and streetscene as a result of this proposal and a judgement needs to be made about the whether the impact is unduly harmful. Accordingly, Members will need to take account of the plans that have been submitted for this site and the comments made by residents

during the consultation period. On balance, Members may consider that this application is acceptable.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 15/05259 & 14/05019 set out in the Planning History section above, excluding exempt information.

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

**and the following conditions:**

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

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

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

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

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

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

- 4 No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted**

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

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

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

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

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

- 7** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

- 8** No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

**9** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

**10** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

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

**11** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

**12** Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

**Reason:** In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

**13** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

**Reason:** In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

**15** No loose materials shall be used for surfacing of the parking area

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

**16** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

**Reason:**

**17** A side space of 1 metre shall be provided between the flank wall of the extension hereby permitted and the flank boundary of the property

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

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

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

**19** Before the development hereby permitted is first occupied, the proposed window(s) shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

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

**20** The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning

permission unless previously agreed in writing by the Local Planning Authority.

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

## **21 Informatives**

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

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

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

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

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

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

**6. Street furniture/Statutory Undertakers' apparatus "Any repositioning, alteration and/or adjustment to street furniture or Statutory Undertakers apparatus, considered necessary and practical to help the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**

**7. You should consult the Land charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 regarding Street naming and Numbering.**

**8. 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, then 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.**

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**Application:** 15/05259/FULL1

**Address:** 74 Madeira Avenue Bromley BR1 4AS

**Proposal:** Demolition of existing bungalow and replacement with two semi-detached properties each with two off street car parking spaces



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

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## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/05381/FULL6

**Ward:**  
**West Wickham**

**Address :** 19 Stambourne Way West Wickham  
BR4 9NE

**OS Grid Ref:** E: 538437 N: 165468

**Applicant :** Mr Gregory Hutchings

**Objections :** YES

### **Description of Development:**

Part two storey, part single storey rear extension. Alterations and extension to front porch with front roof lights

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 51

### **Proposal**

Planning permission is sought for a part two storey, part single storey rear extension and alterations and extension to front porch with front roof light.

The application is a resubmission of a previously refused application (application ref:- 15/03281).

The site is a two storey detached dwelling house and is located on the northern side of Stambourne Way, West Wickham.

### **Consultations**

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

- o Overshadowing  
The scale and mass of the proposed extension at first floor level will overshadow our property due to the height and depth that is proposed. The close proximity will result in a loss of privacy and prospect as we will be left looking at a large two storey flank wall as the proposed extension would only be 2.5 metres away from our property. Equally the fact that the proposed site of extension is on a slight incline will further exacerbate this.
- o Loss of light  
Our property faces North and we get a limited amount of sunlight to the back of our home. The size of the extension will restrict the amount of natural light

our property receives. This will mean that the rooms at the back of our house are made considerably darker. This will impose on us more than it would for any of neighbours.

- o Privacy  
There is no natural screening from trees or hedges between both houses and we feel that the proposed Juliette balcony and siting of the doors and side window will be very invasive and will impact on our privacy.

### **Planning Considerations**

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

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

The Council's adopted Supplementary Planning Guidance (SPG) documents are also a consideration in the determination of planning applications. These are:

SPG No.1 - General Design Principles  
SPG No.2 - Residential Design Guidance

London Plan Policies:

- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction
- 7.4 Local Character
- 7.6 Architecture

### **Planning History**

Under planning application reference: 15/03281 planning permission was refused on 13th October 2015 for the following reason:-

*"The proposed two storey rear extension, by reason of its height, bulk and depth, would be seriously detrimental to the amenities of adjoining occupiers by reason of loss of light, privacy and outlook, thereby contrary to Policy BE1 of the UDP."*

### **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 in particular to No.17 Stambourne Way.

### Design

Following the refusal of the previous application the agent has submitted revised drawings reducing the depth of the rear extension from 5m at ground and first floor level to 4m on the ground floor and 3.2m at first floor level (closest to the shared boundary with No.17). On the opposite shared boundary the single storey element of the extension measures 3.4m in depth x 3.8m in height.

The scheme also seeks to changes to the front porch with roof light above and conversion of garage to store & utility room.

The rear garden faces to the north north-east. The property remains unextended. The scheme still proposes a pitch roof over the two storey extension with the single storey extension having a slightly sloping roof with part glazed roof. The height of the two storey extension measures 5.7m to eaves and 7.9m to the ridge. French style doors are proposed at first floor level with bi-folding doors on the ground floor.

The side space to the boundary with No.21 measures 1m whilst the side space to the boundary with No.17 measures 1.5m It is noted that new windows are to be introduced to the flank elevation at first floor level which would serve a bathroom and would be obscure glazed.

### Impact to neighbours

The first floor has been staggered to lessen the impact to the neighbour at No.17 Stambourne Way. Whilst the extension is still considered large on balance in view of the distance to the boundary 1.5m it may be considered acceptable.

The neighbour at No.17 has objected on the grounds of overlooking, loss of light and privacy. The additional bulk and mass being added to the property is considered on balance to be acceptable. The window at first floor level on the flank elevation is now obscure glazed and the french doors and Juliet balcony (whilst creating additional glazing) are not considered to create any additional overlooking than the existing first floor windows.

There will still be a degree of loss of light and overshadowing to the neighbours patio however as the garden is north facing and in view of the reduction of the extension in particular at first floor level it is not sufficient to warrant refusal of the application.

### Material considerations

Of relevance are several planning applications of a similar nature which have been granted planning permission along Stambourne Way:-

No. 20 - Two storey front and part one/two storey rear extension. 4.1m beyond original rear wall. (ref: 10/01395)

No.22 - Two storey rear extension. 4m ground + 3.5m 1st storey + side and front development of property (ref 12/01285/FULL6).

No. 23 - Two storey rear extension. 4m beyond the original rear wall (ref 08/00577/FULL6).

No. 25 - First floor front and rear and single storey rear extensions (ref 03/00149)

No.33 Two storey side and rear extension. 4.33m beyond rear wall of original wall. (ref 12/2023/FULL6)

No. 22 is similar to the current application at No.19 which was granted planning permission for a two storey rear extension where the rear depth was 3.5m at first floor and 4m on the ground level.

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

Having had regard to the above 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.

#### **RECOMMENDATION: PERMISSION**

##### **Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

- 4 **Before the development hereby permitted is first occupied, the proposed window(s) shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.**

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

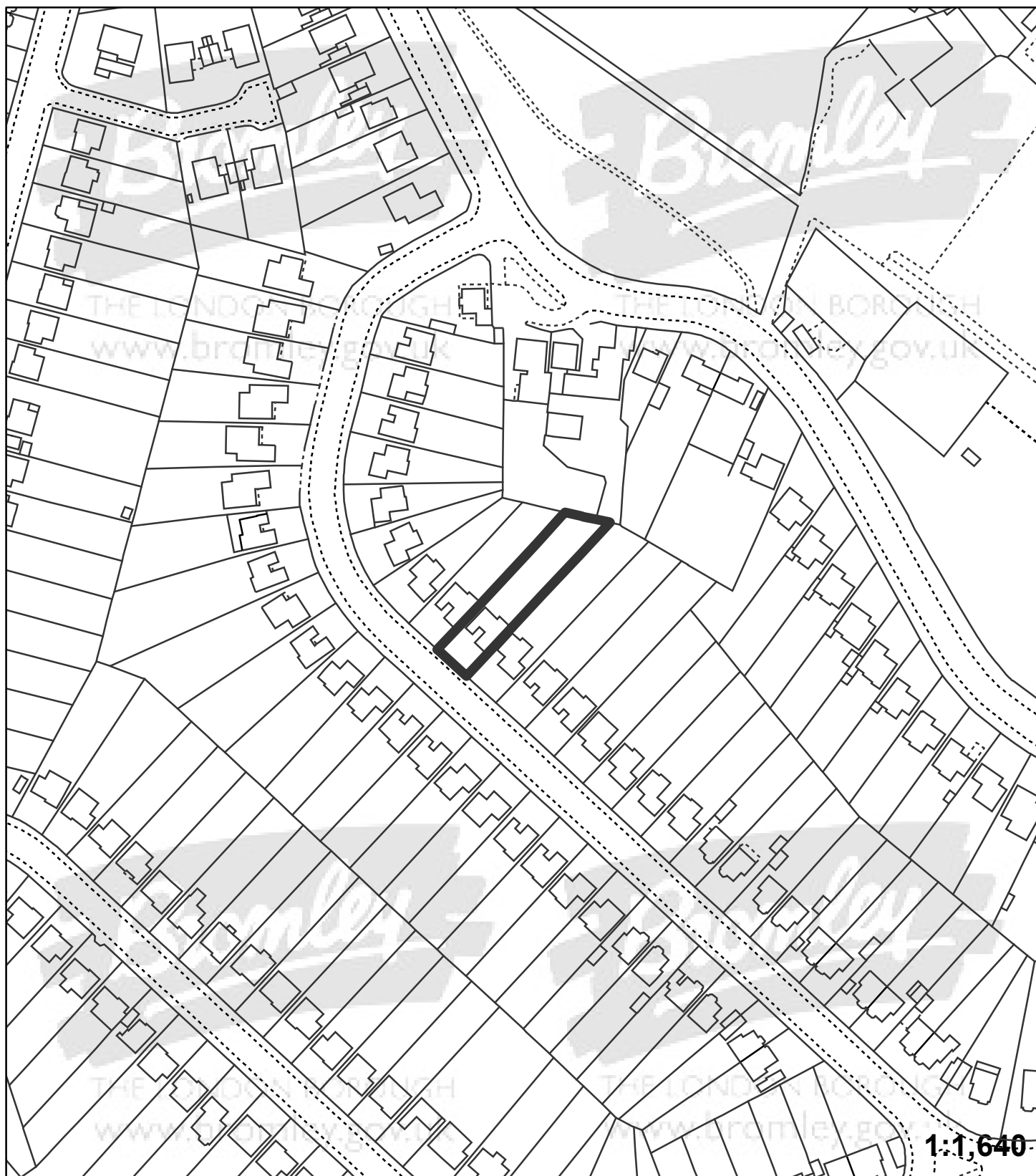
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**Application:**15/05381/FULL6

**Address:** 19 Stambourne Way West Wickham BR4 9NE

**Proposal:** Part two storey, part single storey rear extension. Alterations and extension to front porch with front roof lights



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

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

**Application No :** 15/04113/RECON

**Ward:**  
Bickley

**Address :** 45 Southlands Grove Bickley Bromley  
BR1 2DA

**OS Grid Ref:** E: 542127 N: 168584

**Applicant :** Ten Levels Ltd

**Objections :** YES

### **Description of Development:**

Removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Smoke Control SCA 13  
Smoke Control SCA 12

### **Proposal**

The application site is a three storey end of terrace property located on the south side of Southlands Grove.

Planning permission was granted for a two storey side extension under planning ref: 19/81/1409. Condition (ii) of this permission states: The additional accommodation shall be used only by members of the household occupying the dwelling, Holmdene Court, 45 Southlands Grove, Bickley, and shall not be severed to form a separate self-contained unit. This application has been submitted in order to remove Condition (ii). The reason given by the applicant for the removal of this condition is in order to convert the property into two dwellings.

A parking survey was submitted to the Council 15th December 2015.

### **Consultations**

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

- The original reason for the condition has not changed
- There is no access to the rear of the extended property other than through No.45. the only door to the extended dwelling is to the rear
- Impact on on-street parking. Only parking available for one vehicle
- If permitted, it is likely that further applications to extend dwelling vertically will be sought causing disturbance and loss of privacy.
- Condition originally imposed due to problems with access and parking. These have not been addressed
- Would be ideal for 'granny annexe'
- Close to Bickley Station therefore has enough traffic and cars without this additional dwelling.

The Council's Highways Officer stated that there is only 1 car park space i.e. a garage for the existing 4 bedroom house. Splitting the house into 1 x 3 bedroom and 1 x 2 bedroom. I am of the opinion that this proposal would have some impact on the parking demand within the local road network. However following the submission of a parking stress survey, received 15th December 2015, the Highways Officer raised no objection as it was demonstrated that there is some on-street parking available during the hours of maximum residential parking demand.

The Council's Housing Officer was consulted however no comments have been received to date. An update will be provided verbally at the committee meeting.

### **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  
 H11 Residential Conversions

London Plan - Policy 3.5 Quality and design of housing developments

The site has been subject to the previous planning application:

- 19/81/1409 - Two storey side extension - Permitted 02.07.81

### **Conclusions**

The main issues relating to the application are the effect that the removal of Condition (ii) of permission reference: 19/81/1409 would have on the character of the area, the amenities of the occupants of surrounding residential properties and impact on levels of parking.

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.

Condition (ii) reads:

The additional accommodation shall be used only by members of the household occupying the dwelling, Holmdene Court, 45 Southlands Grove, Bickley, and shall not be severed to form a separate self-contained unit.

Reason: To ensure that this unit is not used separately and associated with the main dwelling so as to cause unsatisfactory sub-division into two dwellings.

The reason given by the applicant for the removal of this condition is in order to convert the existing property into two separate dwellings.

It is noted that there have been a number of objections raised by local residents, largely on the basis of parking and access. These comments have been taken into careful consideration whilst considering the application.

There is currently only 1 car park space, i.e. a garage, for the existing 4 bedroom house. The proposal is to convert the house into 1 x 3 bedroom house and 1 x 2 bedroom house, therefore it would require 3 parking spaces in total. 2 additional on-street spaces are required in order to accommodate the proposal. A parking stress survey was submitted by the agent (15.12.2015) which shows that there is some on-street parking available during the hours of maximum residential parking demand. No objection is therefore raised on highways grounds following the results of the parking survey.

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit. The floor space size of the new house is given as 72.52sqm. Table 3.3 of the London Plan requires a Gross Internal Area of 83sqm for a two storey 2 bedroom 4 person dwelling house.

Policy H11 of the Unitary Development Plan refers to the conversion of a single dwelling into two or more residential units. It requires that the subdivision must result in adequate accommodation and a satisfactory living environment for the intended occupants. Furthermore the proposal must not impact on the amenities of neighbouring properties, levels of parking or lead to a shortage of medium or small sized family units. With regards to plot size, the two storey extension is of a similar width and depth as the main dwelling. Furthermore, it already appears to be a separate unit when viewed from the street due to the difference in height and materials. On balance, it is not considered to result in a detrimental impact on the amenities of neighbouring properties or character of the area, therefore the proposal is considered acceptable in this instance.

Having had regard to the above it was considered that the proposal to remove this restrictive condition would be acceptable in that it would not result in a significant loss of amenity to local residents, impact on the character of the area nor impact detrimentally on the highway or level of parking.

**as amended by documents received on 15.12.2015**

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

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

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

- 3 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

**Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.**

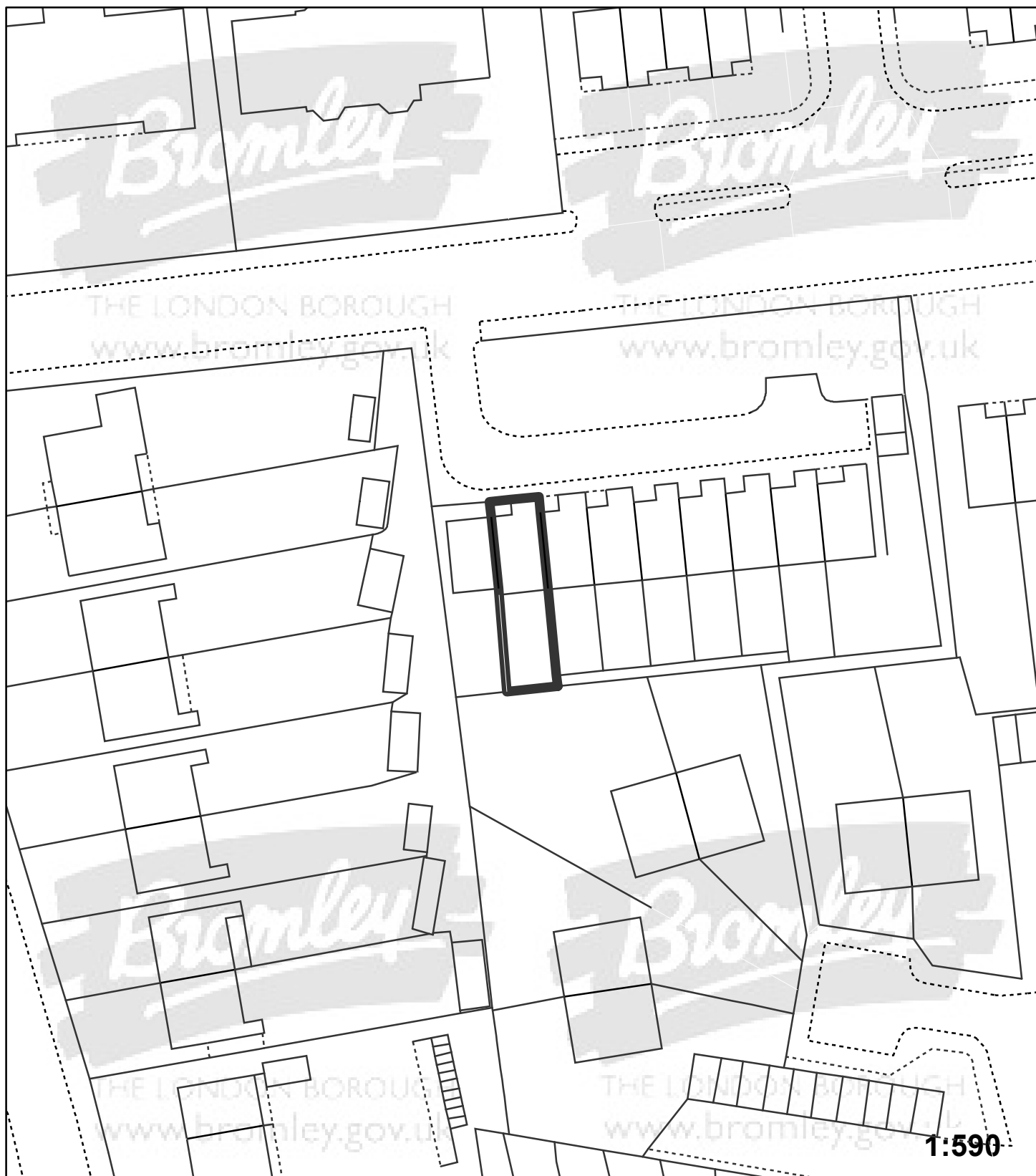
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.**

**Reason: In the interests of the amenities of nearby residential properties and to prevent overdevelopment of the site and to accord with Policies BE1 and H8 of the Unitary Development Plan.**

**Application:** 15/04113/RECON

**Address:** 45 Southlands Grove Bickley Bromley BR1 2DA

**Proposal:** Removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings.



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

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

**Application No :** 15/04272/FULL6

**Ward:**  
**Chislehurst**

**Address :** 53 Elmstead Lane Chislehurst BR7 5EQ

**OS Grid Ref:** E: 542383 N: 170840

**Applicant :** Mr Graham Overton

**Objections :** YES

### **Description of Development:**

Roof alterations to incorporate rear rooflights, two storey side and single storey rear extensions, front porch and elevational alterations

Key designations:

Biggin Hill Safeguarding Birds Aldersmead Road  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads  
Smoke Control SCA 10

### **Proposal**

The proposal includes roof alterations to incorporate rear rooflights, two storey side and single storey rear extensions, front porch and elevational alterations.

The roof alterations would decrease the maximum ridge height by approximately 0.2m and would include the addition of 8 rooflights to the rear.

The two storey side extension would have a maximum width of 2.8m and height of 5.8m. The roof would be pitched to match the angle of the existing with an eaves height of 3.1m.

The single storey rear would have a depth of 6.475m and width of 7.265m. It would have a flat roof with height of 4m and a roof lantern with a height of 4.6m.

The front porch would be 3m wide a 1m deep, and the proposed elevational alterations would include the addition of several windows to the rear of the property.

### **Location**

The application site hosts a two storey detached dwelling located on the eastern side of Elmstead Lane, close to the junction with Grange Close. The site is not located within a conservation area, nor is it listed.

## **Consultations**

### Comments from Local Residents

Nearby owners/occupiers were notified of the application and the following representations were received;

- o Loss of privacy and increase in noise.
- o Out of character with the area.
- o Owner may reduce / remove existing trees at the bottom of their garden.

Revised plans were received on the 13/1/16 and neighbours were re-notified, the following representations were received;

- o Loss of privacy - proposed skylights are at an angle and size that would allow views to the property at No.6 Wood Drive.
- o Previous points are still valid.
- o Roof works have already commenced.

Highways Officers were consulted however no comments were received during the consultation period.

## **Planning Considerations**

### Considerations

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

## **Planning History**

The application site has no previous planning history.

## **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 alterations to the roof would lower the maximum ridge height by 0.2m and would include the addition of 8 rooflights to the rear, each measuring approximately

0.7m wide and 1.1m high. The existing boundary treatments consists of established tall and dense vegetation to the rear, and some more sparse vegetation to the flank boundaries. The proposed rooflights would therefore not be considered to have a significant impact upon the privacy of the neighbouring dwelling to the rear. The alterations are predominantly to the rear of the property and the maximum ridge height would be lowered. As such the roof alterations are not considered to have a detrimental impact upon the streetscene.

It is noted that an application has previously been refused for the addition of rear dormers and roof extensions to the property at 6 Wood Drive, to the rear of the application site. In the subsequent appeal, the decision was upheld by the Inspector, who stated that 'the visual impact to the neighbours by creating, in effect, a three storey building in an exclusively two-storey area would be unneighbourly and so out of character with the area that discernible and unacceptable harm to the visual amenity of the locality would be inevitable. Further to this the Inspector also concluded that the additional degree of overlooking to the adjoining properties that would be possible from the rear dormers would not be so serious as to warrant a refusal of permission.

The rear boundary of the application site joins the flank boundary of the property at 6 Wood Drive. Given the Inspectors comments and the rear boundary treatment of the application site it cannot be considered that any additional overlooking cause by the rooflights would be sufficient to warrant a refusal. Furthermore, the addition of rooflights is not considered to make the host dwelling appear as a three storey dwelling and would not harm the visual amenities of the neighbours or have a significant impact on the character of the area. In order to protect the amenities of the neighbours and the character of the area it is recommended that a condition is added to prevent any further alterations to the roof without the prior approval in writing of The Council.

The proposed two storey side extension would have a maximum width of 2.8m and height of 5.8m. The roof would be pitched to match the angle of the existing with an eaves height of 3.1m. The two storey extension would replace an existing garage which is currently situated on the boundary with No. 53A. The extension would provide a side space of 1.135m and this would comply with Policy H9 which requires a minimum distance of 1m. The first floor would include one window to the front and one window to the rear and two windows in the roofslope to serve an ensuite bathroom which should be obscure glazed. The two storey extension is not considered to cause a significant impact on the amenities of the neighbouring property above that existing, nor have a detrimental impact on the character of the host dwelling or streetscene.

The proposed single storey rear extension would replace the existing utility room at the rear of the property. The extension would measure 6.475m deep and 7.265m wide. It would have a flat roof with height of 4m and a roof lantern with a height of 4.6m. In addition the extension would feature a chimney which has a maximum height of 5.6m. Whilst the rear extension is considered to be large it would provide a side space of 1.679m to the flank boundary and is therefore unlikely to have a significant impact on the amenities of the adjoining neighbour at No.53A. There is a significant distance to the property at No.51 and the extension would be well

screened by the existing boundary treatment to the rear. As such the proposed rear extension is considered an acceptable addition to the host dwelling.

The proposal also includes the addition of a front porch which would be 3m wide and 1m deep. The porch is modest in size and is considered to be an acceptable addition to the host dwelling which would not harm the streetscene.

The proposed elevational alterations to the rear include replacing a door at ground floor level with one window and the replacement of one window at first floor level with two windows. A bay window would also be added to the rear of the property. These alterations are considered unlikely to result in loss of privacy to neighbouring properties.

The removal of the northern garage would remove one parking space from the property. The house already benefits from another garage which will remain, and there is sufficient parking within the curtilage for more cars. It is therefore considered this would not have a detrimental impact on parking within the road.

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.

**RECOMMENDATION: PERMISSION  
as amended by documents received on 13.01.2016**

**Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

- 4** Before the development hereby permitted is first occupied the proposed window(s) in the first floor side roofslope shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

**REASON:** In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

- 5** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

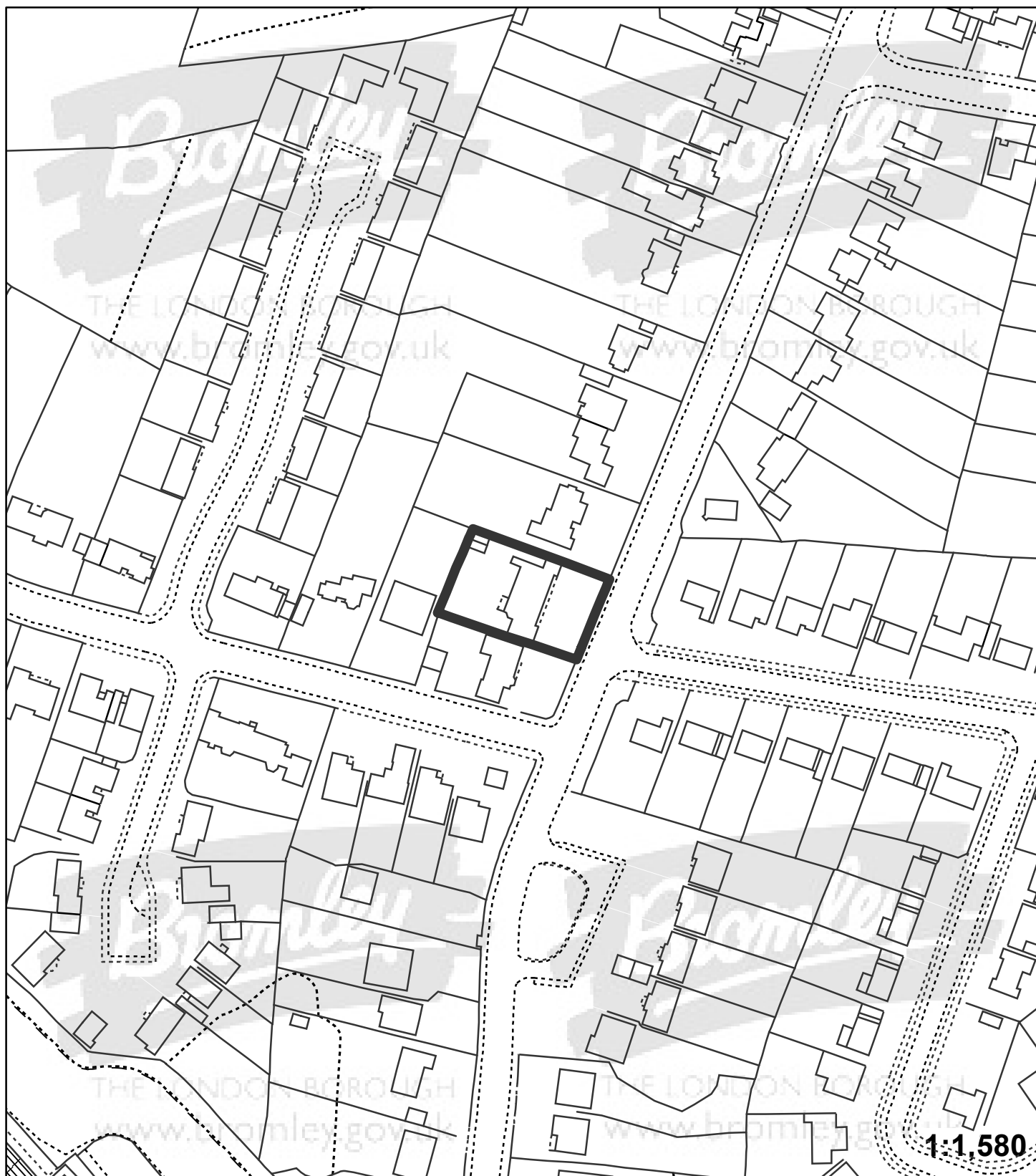
**REASON:** In the interests of the amenities of nearby residential properties and to prevent overdevelopment of the site and to accord with Policies BE1 and H8 of the Unitary Development Plan.

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**Application:**15/04272/FULL6

**Address:** 53 Elmstead Lane Chislehurst BR7 5EQ

**Proposal:** Roof alterations to incorporate rear rooflights, two storey side and single storey rear extensions, front porch and elevational alterations



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

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

**Application No :** 15/04490/FULL6

**Ward:**  
**Chislehurst**

**Address :** 13 Waratah Drive Chislehurst BR7 5FP

**OS Grid Ref:** E: 542886 N: 170981

**Applicant :** Mr Alex Jackson

**Objections :** YES

### **Description of Development:**

First floor rear extension.

Key designations:

Biggin Hill Safeguarding Birds Aldersmead Road  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Proposal Sites  
Smoke Control SCA 51

### **Proposal**

This application was considered at Plans Sub Committee on the 21st January 2016 and was deferred without prejudice to seek the removal of the rear Juliet balcony. An amended plan was subsequently received by the Council on the 27th January 2016, this shows the juliet balcony replaced with a smaller window which would be 1.3m wide and 1.7m high (which is a reduction from 1.6m wide and 2.8m in height from the juliet balcony). The application has therefore been re-submitted to Plans Sub Committee for consideration.

The previous report is repeated below with the relevant parts suitably updated.

- The proposal involves a first floor rear extension which would be situated over an existing rear extension and would have a rearward projection of 3.5m and a width of 4m.
- The proposed extension would have a pitched roof with a maximum height of 8.4m and gable to the rear.

### **Location**

The application site consists of a three storey detached dwelling on the south side of Waratah Drive. The area is characterised by predominantly detached and semi-detached two storey dwellings.

The application site and the neighbouring dwelling to the east at No. 11, to which the site is attached at ground level by single storey side garages, are positioned further forward in their plots and set back from the rear building line of Nos. 15 and 9 and the other dwellings along this side of Waratah Drive by around 1.8m.

## **Consultations**

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

- o Dwellings in Kings Quarter are modest in size
- o Height and bulk overbearing for neighbours
- o Overdevelopment of the site
- o Proposed rear window significantly larger than existing
- o Glazed doors appear to open outward onto a balcony
- o Overlooking
- o Already significant ground floor extension
- o Densely massed site
- o Juliet balcony is unacceptable intrusive on privacy
- o Could create a precedent in the area
- o Already an uncomfortable and unsatisfactory relationship in privacy between Waratah Drive and Walden Road
- o Lack of trees and vegetation on the site

## Comments from Consultees

No comments 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

SPG1 General Design Principles  
SPG2 Residential Design Guidance

The National Planning Policy Framework

## **Planning History**

Outline planning permission refused and subsequently allowed on appeal under DC ref. 06/00749/OUT for Demolition of existing college building and students residential accommodation. Erection of Residential Development comprising 251 dwellings with amended vehicular access landscaping and open space OUTLINE APPLICATION. Details pursuant to this outline permission were approved under ref. 07/03764/DET. The site formed part of this residential development.

A non-material amendment was approved under ref. 07/03764 for the re-siting of a number of dwellings including No. 13 Waratah Drive.

Planning permission was granted under ref. 12/03470/FULL6 for a single storey rear extension.

Revised details were permitted under ref. 13/02583/CONDIT Revised details of landscaping and boundary enclosures pursuant to Condition 12 of planning permission ref. 06/00749/OUT

## **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 first floor extension is situated to the west of the rear elevation, aligning with the flank wall and is situated above an existing single storey rear extension, the proposal would therefore not erode any additional space around the dwelling or garden land and it is not considered to overdevelop the site. The extension is built up to the west flank wall and would be around 0.8 m from the side boundary which would technically be in breach of side space Policy H9. The extension would not however extend beyond the side elevation of the property and the existing dwelling sits less than 1m from this side boundary, as a result the extension would not be clearly visible from the street scene and it is not considered to lead to a reduction in the existing spatial standards or lead to any harmful impact on the visual amenities of the area.

The proposal will not result in any reduction in garden land and the property would therefore retain a suitable rear garden and the proposal is not considered to overdevelop the site. The pitched roof of the extension would be stepped down by 0.8m from the ridge height of the main house and will be in context with the host dwelling, therefore the character of the house and wider area would not be compromised.

The proposal would have a depth of 3.5m to line up with the existing single storey rear extension and would have a window in the rear elevation which would be larger than the existing first floor rear windows. The rear garden of properties on Waratah Drive are modest for the size of the properties and the rear building line of the proposed extension would be around 10.5m from the rear boundary of the site which would provide a sufficient level of separation from the rear boundary. Furthermore, the gardens of properties on Walden Road are considerably larger in length with distances of between around 18-19.5m and the boundary between the site and the properties on Walden Road is tall and composed of a low brick wall

and closed boarded timber fencing with further screening provided by interspersed tall vegetation which would screen views between these properties to some extent and mitigate the impact of the increased depth at first floor level and any additional overlooking.

The site and the houses on Walden Avenue are in close proximity and a degree of mutual overlooking is already experienced with the opposite neighbours at Nos. 36 and 38 Walden Avenue. Furthermore, the proposal would have a significantly larger window in the rear of the extension than the existing first floor rear windows which are small. Having said this, the depth of the rear garden and distance between the site and Nos. 36 and 38 Walden Road (opposite) of over 28m is considered to provide a sufficient level of separation to mitigate the depth of proposal and, on balance, it is not considered to result in any significant additional overlooking over and above the current mutual overlooking between these adjoining neighbours and no seriously harmful loss of privacy or any significant loss of residential amenities to the adjoining neighbours would result to an extent to warrant a refusal of the application.

The proposed extension would have a pitched roof with an eaves height of 6.3m and depth of 3.5m along the common side boundary shared with No. 15 which is significant considering it is a first floor extension and the proximity to the boundary. However, No. 15 has a separation of 1.7m from the host dwelling and is set further back than the property on the site and therefore the rear projection beyond this neighbour would be only 1.8m which would lessen the visual impact on this neighbouring property. Additionally, the roof of the extension would be stepped down by 0.8m from the original roof which would reduce the bulk of the extension. Having said this, the first floor extension would be within close proximity to the site boundary shared with No. 15, with a separation of 0.8m, and this neighbour has first and second floor rear window which would be near to the proposed extension. On balance, by reason of the siting of No. 15 being further back than No. 13 on the site by 1.8m which would make the proposal visible only very obliquely from the rear windows of this neighbour and considering the roof being stepped down from original roof height, the proposal is not considered to have any harmful visual impact on No. 15 and no serious loss of amenity would result.

An amended plan was received on 27th January 2016 to replace the previously proposed Juliet balcony and double glazed doors in the rear elevation of the proposed first floor extension to a window of 1.3m in width and 1.7m in height.

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 loss of amenity to local residents nor a harmful impact on the character of the area. It is therefore recommended that Members grant planning permission.

**as amended by documents received on 27.01.2016**

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

**2** Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.

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

**3** The flat roof area of the existing building shall not be used as a balcony or sitting out area and there shall be no access to the roof area.

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

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

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

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

**Reason:** In order to comply with Policy BE1 and H8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

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**Application:**15/04490/FULL6

**Address:** 13 Waratah Drive Chislehurst BR7 5FP

**Proposal:** First floor rear extension.



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

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

**Application No :** 15/05056/FULL6

**Ward:**  
Petts Wood And Knoll

**Address :** 67 Dale Wood Road Orpington BR6 0BY

**OS Grid Ref:** E: 545337 N: 166315

**Applicant :** Mr D White

**Objections :** YES

### **Description of Development:**

First floor rear extension

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 4

### **Proposal**

The application dwelling forms part of a group of six similarly-designed modern detached houses situated toward the southern end of Dale Wood Road, a residential road which was developed intermittently since the 1930s.

The proposed first floor extension will be built above an existing single storey rear extension and project 3.866m in depth and will be 6.628m wide.

### **Consultations**

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

- Further loss of sunlight and day light
- Light is already blocked by the buildings of No.67 and trees, the loss of any further light into our living area and our patio amounts to a serious loss of amenity.

### **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

## **Planning History:**

Under planning ref: 05/04310/FULL6, planning permission was granted for a single storey rear extension and front porch.

Under planning ref: 12/03651/FULL6, a proposal for a first floor rear extension and roof alterations involving an increase in the roof height was refused by the Council (in January 2013) on the following grounds:

"The proposed roof enlargement involving as it does an increase in its ridge height, bulk and depth would be out of character with and detrimental to the visual amenities of the area, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan."

"The proposed extension would, by reason of its bulk and depth, prejudice the amenities of the occupiers of the adjoining dwelling at No 65 by reason of visual impact, thereby contrary to Policy BE1 the Unitary Development Plan."

Under planning ref: 13/00465/FULL6, a proposed first floor rear extension was refused on the following ground:

"The proposed extension would, because of its bulk and depth, prejudice the amenities of the occupiers of the adjoining dwelling at No. 65 by reason of visual impact, overbearing effect and loss of daylight and sunlight, thereby contrary to Policy BE1 the Unitary Development Plan."

More recently, under planning ref: 15/00014/FULL6, a proposed first floor rear extension was refused on the following ground:

"The proposed extension would, by reason of its bulk and depth, prejudice the amenities of the occupiers of the adjoining dwelling at No. 65 by reason of its visual dominance, and loss of daylight and sunlight, thereby contrary to Policy BE1 the Unitary Development Plan."

An appeal was lodged against this refusal however this was dismissed by the Planning Inspector (appeal ref: APP/G5180/D/15/3035932). It was concluded that 'the proposed development would have a detrimental effect on the living conditions of the adjoining occupiers at no.65 in terms of loss of light and outlook and that the scheme would not accord with UDP policy BE1 in this regard.'

## **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 has been submitted following a previous refusal under ref: 15/00014/FULL6 for a first floor rear extension. The reason for refusal was due to the bulk and depth causing an unacceptable impact to the amenities enjoyed by neighbouring property, No.65. This current application indicates a first floor rear extension with a reduced width. The width of the extension has been reduced by 3.1m to 6.628m, providing 5.8m side space to the boundary with No.65. The depth of the proposal remains the same (3.866m)

From visiting the site it was noted that the side and rear boundary lines currently benefit from established vegetative screening therefore the proposal should not affect privacy or loss of light to neighbouring properties at the rear. The neighbouring property to the south, No.69, is situated further to the rear within the plot therefore the proposal is not considered to impact significantly on the amenities of this property with regards to loss of light, outlook or privacy.

Concerns have been raised regarding the impact on light and outlook for the neighbouring property, No.65. However it is noted that the reduction in width provides a side space of 5.8m to the shared boundary at first floor. The depth remains at 3.866m however, given the reduction in width and resulting separation with No.65, it is not considered to impact to such a degree that would warrant refusal of the application.

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

#### **RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved**

**under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

**4 No windows or doors shall at any time be inserted in the flank elevation(s) of the extensions hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

**Application:** 15/05056/FULL6

**Address:** 67 Dale Wood Road Orpington BR6 0BY

**Proposal:** First floor rear extension



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

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

**Application No :** 15/05091/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 60 Constance Crescent Hayes Bromley  
BR2 7QQ

**OS Grid Ref:** E: 539782 N: 166517

**Applicant :** Mr M Ugincius

**Objections :** YES

### **Description of Development:**

Alterations to front elevation, replacement windows and front door  
RETROSPECTIVE

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 51

### **Proposal**

The application seeks planning permission for a retrospective application, for proposed alterations to the front elevation, including replacement windows and front door. The alterations will include the 'squaring off' of the front elevation from the existing curved appearance, to incorporate new windows, and porch area, with the existing flat roof above the front door to be replaced with a new pitched roof design.

The application site is a two storey semi-detached property located on Constance Crescent, Hayes.

### **Consultations**

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

- o The impact of the development would be detrimental to the appearance of the neighbouring properties and the street scene
- o The development would be interrupt the rhythm and uniformity along Constance Crescent
- o The development is out of character with the existing street scene
- o The original bay front has been squared off, which is a characteristic of the rest of the houses in the street, the host dwelling no longer blends in with the rest of neighbourhood

- o The development is not in keeping with the character of the attached property and the rest of the semi-detached properties in the area
- o The curved ends and windows to the bays should be reinstated and the porch re-roofed appropriately

## **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

SPG 1 General Design Guidelines  
SPG2 Residential Design Guidelines

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the visual amenities of surrounding occupiers.

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.

It is considered that this retrospective application is on balance in accordance with the policy aims of BE1 and H8 of the UDP. The alterations to the front elevation would not unduly impact the visual amenities of surrounding occupiers or significantly affect the character of the area.

It was noted from the site visit that the properties along Constance Crescent follow a general conformity, with a distinct bay window and curved end appearance. Therefore, the main concern of the proposal is the impact it would have to the surrounding character of the area, and how the 'squaring off' of the front elevation would interrupt the rhythm of the street scene.

The host property is situated on a bend to the North East side of Constance Crescent. It is considered that the alterations to the front elevation due to the location of the host property are not considered to be as harmful to the street scene due to the positioning of the host property. In contrast, if the property was situated along a linear stretch of the road the alterations would be visually more prominent and represent a greater impact to the street scene. Members will note that the proposed development has not been completely finished, and has been left unfinished for a period time. However, the applicant has stated that the materials proposed will match the materials of the host property. It is suggested that the applicant completes the proposed works at the earliest opportunity to limit the impacts to visual amenities of surrounding occupiers.



The alterations to the front elevations also include modifications to the existing front door, incorporating a pitched roof design replacing the existing flat roof above the front door. It is considered that the pitched roof design would create an attractive look enhancing the character of the host property.

As such, it is considered that the retrospective alterations would not significantly detract from the existing street scene and the modifications to the existing porch area would enhance the architectural qualities of the host property, compliant with Policies BE1 and H8 of the UDP.

Having had regard to the above it was considered, that the development in the manner proposed is acceptable in that the development would not unduly harm the existing street scene nor have a detrimental impact on the visual amenities of surrounding occupiers.

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

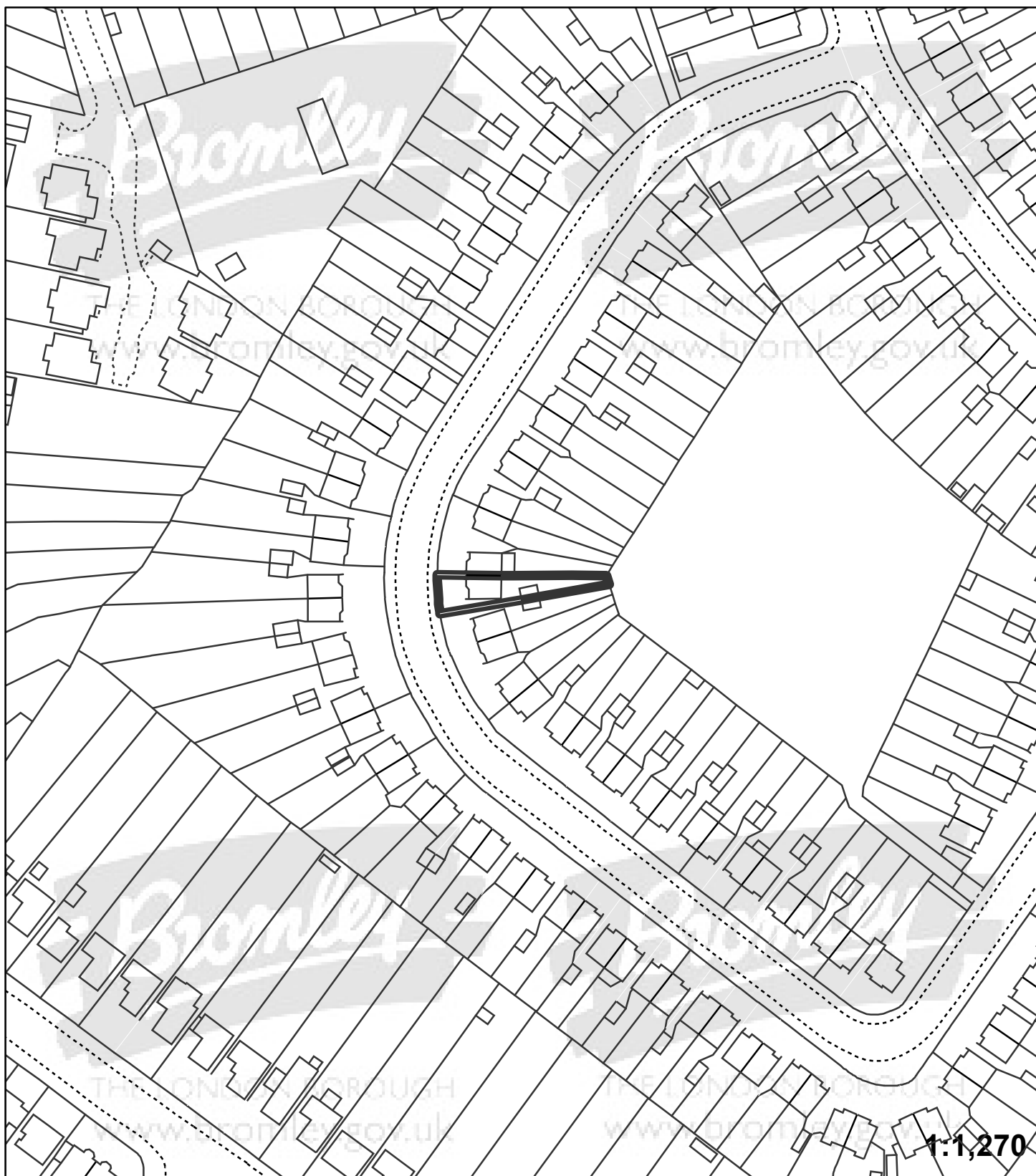
**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

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**Application:**15/05091/FULL6

**Address:** 60 Constance Crescent Hayes Bromley BR2 7QQ

**Proposal:** Alterations to front elevation, replacement windows and front door RETROSPECTIVE



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

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

**Application No :** 15/05258/FULL1

**Ward:**  
Cray Valley East

**Address :** Bournemouth Sand And Gravel Swanley  
Bypass Swanley BR8 7FL

**OS Grid Ref:** E: 550231 N: 168274

**Applicant :** Bournemouth Ltd

**Objections :** NO

### **Description of Development:**

Temporary relocation of site workshop and hardstanding for the washing of vehicles until 14th January 2018

Key designations:

Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 20

### **Proposal**

Permission was originally granted on appeal in 1997 for the extraction of Thanet sand and the restoration and re-contouring of this land by the disposal of inert waste, and a later appeal (ref.10/00657) allowed the use to continue (and the associated buildings to remain) until 14th January 2018. Condition 10 required the provision of a hardstanding for the washing of vehicles (which was subsequently provided), whilst condition 1 required the extraction works to cease by 31st March 2017, and the associated infilling to cease by 14th January 2018.

Permission was granted in 2009 (ref.08/03444) for inter alia a site workshop to the north of the site entrance.

The current application is for the temporary relocation of the existing site workshop and associated hardstanding for the washing of vehicles to the south-eastern corner of the site close to the railway line. It is currently located approximately 190m further to the north adjacent to the A20. The need for the relocation of these facilities is explained by the applicant as follows:

The existing workshop building and associated hardstanding for washing vehicles is located towards the northern side of the site within the area that is below the general final level for the restored site which is causing difficulties in accessing the

void on the western side of the site for infilling, particularly as there is material that has been stockpiled for infilling close to the workshop building and hardstanding.

There is also a problem with surface water run-off collecting within the lower area, rendering the washing of vehicles useless as they have to drive away from the wash-down area through the muddy area at lower level. It is therefore considered necessary to re-locate the workshop and hardstanding to an area close to the finished ground area, and the most appropriate area would be the existing hardstanding at the front of the site towards the south- eastern end of the frontage.

This area is adjacent to land where infilling has been completed, and it will enable these facilities to be located out of the way of the general operations needed to complete the excavation and infilling in the central and western parts of the site.

The applicant states that using this area has the advantage that all of the facilities serving the site would be then be located together on an existing hard surfaced roadway which is directly accessible from the main site entrance.

### **Location**

This site comprises an active quarry and infill site which lies within the Green Belt. It borders Sevenoaks District Council to the south and east, and is separated from the nearest residential properties by the A20 Swanley By-Pass.

### **Consultations**

No local objections have been received to the proposals.

### **Comments from Consultees**

The Council's Highway Engineer considers that the proposals are unlikely to have any impact on highways within the London Borough of Bromley.

No drainage objections are raised to the proposals, and Thames Water has no concerns.

Sevenoaks District Council has no objections to a temporary permission, subject to a condition requiring the removal of the development and the restoration of the land on or before 14th January 2018.

Swanley Town Council has no comments to make on the current proposals, but wishes to strongly maintain its overall objection to the use of the site, and would not wish to see this application as a precursor to an application seeking to extend the quarry's use beyond January 2018.

### **Planning Considerations**

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

BE1 Design of New Development  
G1 The Green Belt  
G15 Minerals Workings and Associated Development

## **Planning History**

Under ref.96/00962 permission was granted on appeal for the extraction of Thanet sand and the restoration and re-contouring of this land by the disposal of inert waste, along with the creation of a new vehicular access.

Under ref.08/03444 permission was granted for the replacement and relocation of the existing quarry workshop and office facilities, and the relocation of the weighbridge with associated hardstanding, parking area and landscaping.

Under ref.10/00657 permission was granted on appeal to allow the use to continue (and the associated buildings to remain) until 14th January 2018.

## **Conclusions**

The main issues in this case are whether the proposals comprise inappropriate development in the Green Belt, and if so, whether very special circumstances exist that clearly outweigh the harm by reason of inappropriateness or any other harm; and secondly, whether the proposals would be harmful to the openness and visual amenity of the Green Belt, or detrimental to the amenities of nearby residential properties.

Although the proposed workshop building and hardstanding would comprise inappropriate development in the Green Belt, they are essential facilities to serve the overall operation of the site, and are only being relocated from one part of the site to another in order to allow the operations on site to continue in line with the timescale for the completion of the restoration of the site by 14th January 2018.

The relocated workshop would lie adjacent to a temporary 3m high concrete block wall, and would be set away from the railway embankment. Although it would be more visible than its current lower level position, it is not considered to unduly harm the visual amenities of the area. The nearest residential properties are on the opposite side of the A20 within Sevenoaks D.C., and the proposals are unlikely to have a detrimental impact on the amenities of nearby residents.

Given that the proposals are for a temporary period of time and will better allow the site to function during the final stages of the work, including providing necessary plant maintenance and the washing of vehicles to ensure no mud is taken into the adjacent highway, it is considered that sufficient justification has been provided to outweigh the harm caused by reason of inappropriateness. The proposals are not considered to be harmful to the visual amenities of the Green Belt, nor unduly impact on residential amenity.

## **RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

**2 The site workshop and hardstanding hereby permitted shall be completely removed from the land on or before 14th January 2018.**

**Reason: To accord with the planning permission for the use of the site, and in the interests of the openness and visual amenities of the Green Belt, and in order to comply with Policies G1, G15 and BE1 of the Unitary Development Plan.**

**3 The site workshop and hardstanding hereby permitted shall be used only for purposes in connection with the permitted use of the land for the extraction of Thanet sand as set out in planning permission 10/00657 and for no other purpose.**

**Reason: To accord with the planning permission for the use of the site, and in the interests of the openness and visual amenities of the Green Belt, and in order to comply with Policies G1, G15 and BE1 of the Unitary Development Plan.**

**You are further informed that :**

**1 You are reminded that the conditions imposed on permission ref.10/00657 granted on appeal still apply and must be complied with at all times.**



**Application:**15/05258/FULL1

**Address:** Bournemouth Sand And Gravel Swanley Bypass Swanley BR8 7FL

**Proposal:** Temporary relocation of site workshop and hardstanding for the washing of vehicles until 14th January 2018



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

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

**Application No :** 15/05266/FULL6

**Ward:**  
Farnborough And Crofton

**Address :** 3 Mere Close Orpington BR6 8ES

**OS Grid Ref:** E: 543567 N: 165514

**Applicant :** Ms Victoria Madden

**Objections :** YES

### **Description of Development:**

Part one/ two storey rear extension, front porch/ canopy extension, conversion of garage to habitable accommodation, elevational alterations and alterations to roof

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 11

### **Proposal**

This application seeks permission for a part one/two storey rear extension, front porch, the conversion of garage to habitable accommodation and alterations to the roof.

The part one/two storey rear extension would have a depth of 3.3m at ground floor level and 2.17m at first floor level. It would have a width of 5.298m and would replace an existing single storey rear extension.

The front porch would have a maximum height of 3.2m and would feature a dual-pitched roof with an eaves height of 2.8m. The porch would project 1.15m forward and would have a width of 2.8m. The conversion of the garage would consist of changing the garage door to a window.

The alterations to the roof consist of replacing the existing 'V' shaped roof design with a pitched roof incorporating a gable end. The maximum ridge height would increase by approximately 0.7m.

### **Location**

The application site is a detached two storey property located on Mere Close, close to the junction with Crofton Road. The site is not located within a conservation area, nor is it listed.

## **Consultations**

### Comments from Local Residents

Nearby owners/occupiers were notified of the application and the following representations were received;

- o The two storey extension comes out too far and would block light and views from the garden of No.5.
- o It would create overlooking into the garden of No.5.

## **Planning Considerations**

### Considerations

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

## **Planning History**

The application site has been the subject of the following previous applications;

- o 87/02779/FUL - Two storey rear extension - Refused 07.10.1987
- o 87/03380/FUL - Single storey rear extension and front porch - 03.12.1987
- o 87/03857/FUL - Single storey rear extension - Permitted 21.01.1988

## **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 part one/two storey rear extension would have a depth of 3.3m at ground floor level, with the first floor level set back by approximately 1.13m. The extension would have a width of 5.298m and would replace an existing single storey extension which projects 3.3m to the rear and has a width of approximately 8.1m. The proposed rear extension would provide in excess of the 1m side space required by Policy H9 and as such is considered to comply with this policy.

It is noted that planning permission was refused for a two storey rear extension under the reference 87/2779. The two storey extension was refused on the basis that it would have resulted in an overdevelopment of the site with inadequate

amenity area, and that by reason of its size and proximity to the site boundaries it would be prejudicial to the amenities of residential properties. The current proposal does not extend the width of the property, and the first floor is set back from the ground floor element. The existing outbuilding in the garden would also be demolished. As such the current proposal would provide adequate amenity space and would have significantly less impact on the amenities of the neighbouring properties than the previous proposal.

The ground floor element projects no further than the existing single storey extension and thus the single storey element would have no additional impact above that existing. Given that the extension would be set further from the boundary with No.1, and that the existing outbuilding which abuts the boundary would be removed, the proposals are not considered to have a significant impact on the amenities of No.1 above that existing.

The adjacent property at No.5 is set back further in the site than that of No.3 and as such any impact of a 2.169m first floor extension would be mitigated. The first floor element would therefore only project approximately 0.5m further to the rear than No.5 and as such it would be considered that any additional overlooking above that existing would not be significant. The proposed window to the facing elevation would be obscure glazed to prevent any loss of privacy, and it is recommended to include a condition to restrict the addition of any further windows to this flank wall.

The proposed alterations to the roof include replacing the existing 'V' shaped roof design with a pitched roof incorporating a gable end. This alteration would increase the maximum ridge height of the property by 0.7m. The existing dwelling is the middle of three detached houses of a similar design and whilst the alterations would therefore not be in keeping with the two adjoining properties the wider street is characterised by a more diverse range of house types, including other two storey dwellings featuring gable ends. The proposed design would be considered to enhance the appearance of the host dwelling. On balance the proposed roof alterations would therefore be considered an acceptable addition to the host dwelling and would not significantly harm the wider streetscene.

The proposed increase in ridge height would increase the bulk of the property and when combined with the first floor rear extension the roof alterations would be likely to block a degree of light to the rear garden of No.5. The roof of the proposed first floor extension pitches away from the boundary in order to reduce any potential harm to the neighbouring property and as such the impact on the outlook and light of the proposal is not considered so significant as to warrant a refusal of the application.

The proposed front porch would have a depth of 1.15m and width of 2.85m. It would have a pitched roof with a maximum height of 3.2m. Given its modest size and design, the porch is not considered to cause harm to either the host dwelling or neighbouring properties and would not have a detrimental impact on the streetscene.

The proposal also includes the conversion of the existing garage to habitable space. The existing garage door would be replaced with one large window which would not materially affect the external appearance of the building. Highways Officers stated that whilst the proposal involves the loss of the garage there remains sufficient space to the front of the property to park 2 vehicles off-street. As such no objection was raised to the proposal.

The application proposes to render the ground floor element of dwelling and have tile hanging at first floor level. The wider streetscene does include some examples of both render and tile hanging, particularly at first floor level. Given the diversity of other properties in close proximity to the application site the proposed materials are not considered to cause significant harm to the streetscene.

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.

### **RECOMMENDATION: PERMISSION**

#### **Subject to the following conditions:**

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

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

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

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

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

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

- 4 Before the development hereby permitted is first occupied the proposed window(s) serving the WC in the ground floor front elevation shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window**

**which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.**

**Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan.**

- 5 No windows or doors shall at any time be inserted in the first floor north western flank elevation(s) of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

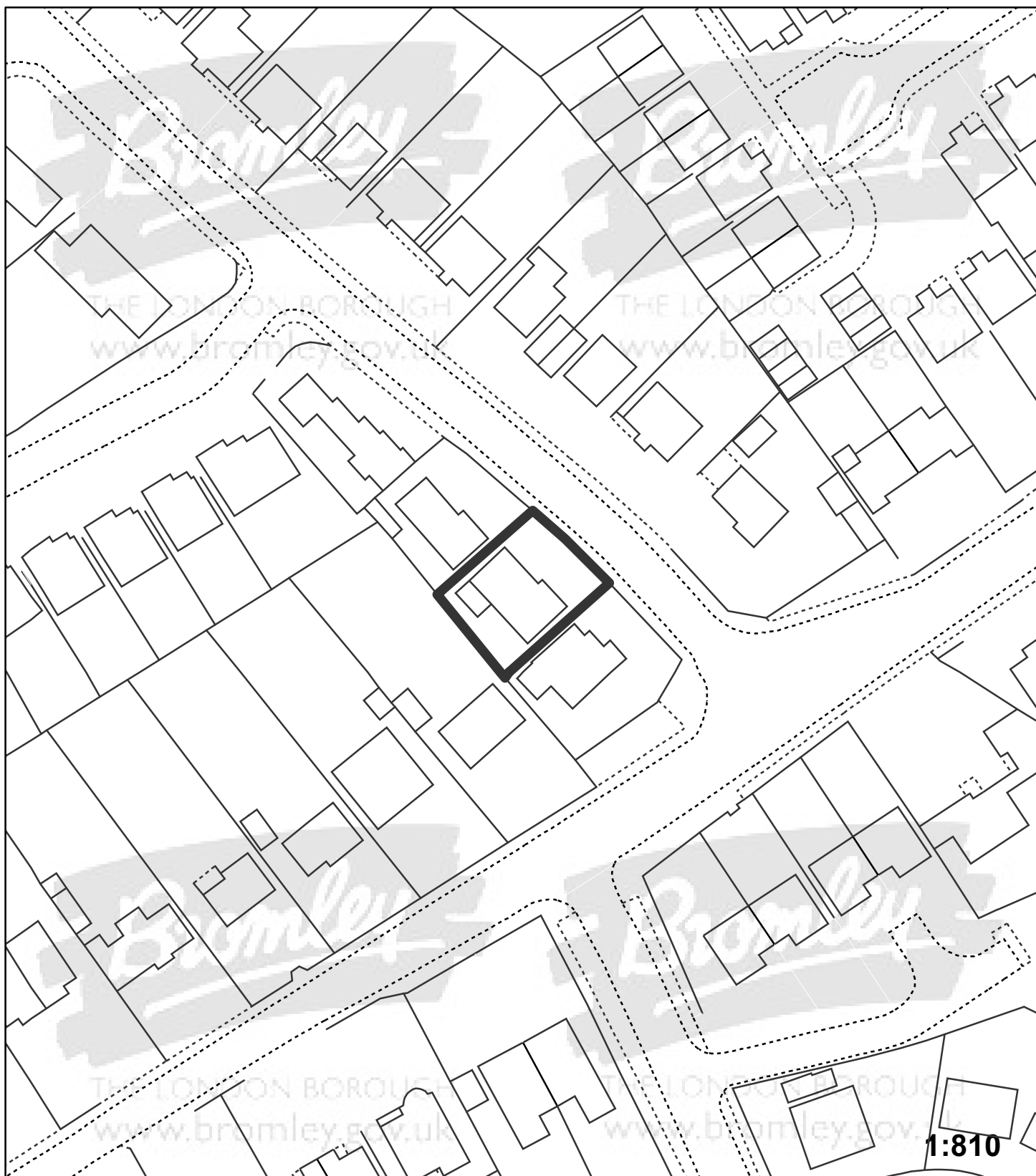
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**Application:**15/05266/FULL6

**Address:** 3 Mere Close Orpington BR6 8ES

**Proposal:** Part one/ two storey rear extension, front porch/ canopy extension, conversion of garage to habitable accomodation, elevational alterations and alterations to roof



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

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

**Application No :** 15/05273/FULL6

**Ward:**  
**Chislehurst**

**Address :** 47 Clarendon Way Chislehurst BR7 6RG

**OS Grid Ref:** E: 545924 N: 168673

**Applicant :** Mr Peter Warren

**Objections :** YES

### **Description of Development:**

Single and first floor rear extensions and alterations to the roof to provide additional habitable accommodation incorporating rear dormers and rooflights

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 17

### **Proposal**

The proposal involves a first floor side extension which would be constructed over an existing attached side garage but would involve a reduction in width of the garage by 0.2m and would be:

- 3.6m in width
- 7m in depth
- Between 4.8m and 8.3m in height

With regards to the rear extension, the proposal would replace an existing rear conservatory and single storey projection and would have a rearward projection of between 4.4m and 5.1m. The single storey element would span the entire width of the dwelling including the rear of the attached side garage (13.5m wide). The single storey rear extension would have a pitched roof with a maximum height of 2.8m and an eaves height of 2.3m. At first floor, the rear extension would have a rearward projection of 1.9m, a height of between 4.8m and 8.3m and would span the entire width of the dwelling at the rear, squaring off the either side of an existing rear projection

Roof alterations are also proposed involving an increase in ridge height of the original roof from 7.5m to a maximum ridge height 8.8m. The existing two storey front projection would have an increase ridge height from 7.1 to 7.4m. The roof alterations also incorporate two rear dormer windows and one rear rooflight.

Both chimneys to the flank elevations would be demolished.

## Location

Clarendon Way is on a hill and the site is situated near to the highest part of the road which slopes downward towards the west and to the east further along the road.

## Consultations

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

### Comments from Consultees

No comments received

## 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

Also considerations are the Council's adopted SPG - SPG1 and SPG2

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

### Planning history

Planning permission was granted under ref. 87/01790 for a part one/two storey rear extension with balcony

## 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 first floor side extension would be built above the existing attached garage and would span most of the width of the dwelling, excluding the existing forward projection, linking up to the first floor rear elements of the proposal. Policy H9

requires proposals of two or more storeys in height to be a minimum of 1m from the side boundary. The proposal involves reducing the width of the existing attached garage by 0.2m which would provide the required minimum 1m side space to the east flank boundary. No. 49 is separated by 1.9m from this side boundary and therefore a suitable separation would be maintained between No. 49 and No. 47 (of approximately 2.9m) and the proposal is considered to accord with Policy H9 and would not result in a cramped overdevelopment of the plot or a reduction in the spatial standards of the local area.

The proposal would involve an increase in the ridge height of main roof by 1.4m and an increase by 0.5m of the projecting two storey front hipped gable, resulting in a substantial amount of additional bulk to the original roof. The first floor side extension would also extend the main ridge of the roof for an additional 1.3m, to a total width of 6.3m, and result in the dwelling appearing significantly more prominent within the street scene. There is a variation in roof heights on this part of Clarendon Way which gradually step down towards the west as a result of the slope in the ground level. Consequently, the neighbouring properties either side of the site do not share a common roof height, however, there is a consistency in the change in roof levels of the dwellings along this side of the road which gradually drop down to the west. Within the local area, there have been a number of similar alterations including the neighbouring property at No. 49 (permitted under ref. 12/01041) and therefore the roof height of this neighbouring property currently appears significantly higher than No. 47. Despite the slightly larger width of the ridge of the roof compared to the neighbouring dwelling at No. 49 and resulting additional bulk, on balance, it may be considered that the overall scale of the property remains in keeping with those surrounding it and due to its design; the bulk of the proposed dwelling is similar to others in the area which have been substantially extended.

As part of the roof alteration, a rear dormer is proposed which would project 1.9m from the rear roof slope and is relatively modest in comparison to the host dwelling. The rear of No. 225 Lessons Hill which backs onto No. 47 is approximately 42 metres away at first floor level and it may therefore be considered that this separation will reduce the likelihood of overlooking into this property.

With regards to the ground floor element of the rear extension, this would extend for the full width of the dwelling including the side garage with a rearward projection of between 4.5m - 5.1m and would replace an existing rear conservatory and extension. This would result in a substantial additional bulk to the host dwelling as a result of the depth proposed. To the east, No. 49 has been extended to the rear for two storeys and currently projects further to the rear than No. 47. The ground floor extension would project further into the garden than the first floor element (the proposed depth at first floor being 1.9m), having a proposed rearward projection of between 4.5m and 5.6m and would be in close proximity to both flank boundaries. Even though the depth proposed is considerable, the proposed single storey extension would have a pitched roof with an eaves height of 2.1m which would mitigate the visual impact of the bulk from the rear amenity space and rear windows of the neighbouring properties. There would be a separation of over 3m to No. 49 the separation is considered sufficient to prevent a loss of light and outlook from the rear windows of this neighbouring property. There is also a high boundary

fence along the east flank boundary which would screen the view of the proposal from No. 49. Furthermore, the first floor elements would not project beyond the rear wall of No. 49. Although there is a window in the first floor flank elevation of this property which serves a bathroom and not a habitable room therefore no serious loss of light or outlook or any significant detrimental impact is considered to result to this neighbouring property.

As for the impact on neighbouring amenities to the west, No. 45 has a side garage along this boundary which would result in the habitable accommodation being situated further away from the boundary, having a distance of 5.3m between the first floor flank walls of these properties. The depth of the proposed extension at first floor level to this side is 1.9m which is not excessive, however at ground floor a depth of 4.5m is proposed, on balance though, considering the level of separation and that there is a two storey extension to the rear of No.45 which is set far back from the common boundary, it not considered that the proposed extension would have any detrimental impact on the amenities of this neighbouring property.

On balance, having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not have a detrimental impact on the street scene or the visual amenities of the adjoining residential properties or result in a reduction in the spatial standards of the local area. It is therefore recommended that Members grant planning permission.

#### **RECOMMENDATION: PERMISSION**

##### **Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

- 4** A side space of 1 metre shall be provided between the flank wall of the extension hereby permitted and the flank boundary of the property

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

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

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

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**Application:**15/05273/FULL6

**Address:** 47 Clarendon Way Chislehurst BR7 6RG

**Proposal:** Single and first floor rear extensions and alterations to the roof to provide additional habitable accommodation incorporating rear dormers and rooflights



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

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

**Application No :** 15/05369/FULL6

**Ward:**  
Petts Wood And Knoll

**Address :** 43 Towncourt Crescent Petts Wood  
Orpington BR5 1PH

**OS Grid Ref:** E: 544539 N: 168082

**Applicant :** Mr Brian Tienzo

**Objections :** YES

### **Description of Development:**

Part single, part two storey rear/side extension and roof alterations incorporating rooflights to create habitable room

Key designations:

Area of Special Residential Character  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 4

### **Proposal**

The application site comprises a detached property of brick construction with an applied rough white render and mock Tudor beams to the front elevation. The property hosts a steeply hipped roof profile with black upvc rain water goods and white upvc windows and a two storey gable to the front. The property has off street parking capacity for up to two vehicles provided by an area of hard standing to the front elevation. The topography of the site is relatively flat. The dwelling house is located within the Petts Wood Area of Special Residential Character.

The application is concerned with the development of a two storey side/rear extension, single storey rear extension and conversion of the roof space into a habitable room facilitated by additional velux lights to the rear and side elevations.

### **Consultations**

Nearby owners/occupiers were notified of the application and one comment was received in support:

- We are very supportive of no.43s planning application having had a relatively similar house development ourselves. We would only like to request that any new or replacement windows that face no 41 are glazed with obscure glass for both our No 41 and No 43's privacy.

## **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space  
H10 Area of Special Residential Character

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

## **Planning History**

90/00279/FUL - Single storey side extension - Permitted

PREAPP/14/00436 - PRE-APP: Two storey rear / side extension with loft conversion

15/01092/FULL6 - Part single, part two storey rear/side extension and roof alterations incorporating roof lights to create habitable room - Application refused

Refusal Reasons:

1. The application does not allow for the required side space to be retained to the common side boundary with the property at No. 45, which would demonstrate a cramped form of development, out of character with the street scene, contrary to Policy H9 of the Unitary Development Plan.
2. The proposed loft conversion includes a partial flat roof profile which is at odds with the design of the neighbouring residential properties within the area of special residential character and is considered an inharmonious and incongruous addition within the wider street scene contrary to Policy BE1 of the Unitary Development Plan.

Appeal APP/G5180/D/15/3129553 was dismissed with the Inspector stating that the changes of the roof resulting from the loft conversion would cause unacceptable harm to the character of the host dwelling and street scene. No concern was raised with regard to the side or rear extensions including the provision of side space.

## **Conclusions**

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

The application is concerned with the development of a two storey side/rear extension, single storey rear extension and conversion of the roof space into a habitable room facilitated by additional velux lights to the rear and side elevations. Within Towncourt Crescent several dwellings have been considerably extended with a plethora of large two storey rear/side extensions. The dwellings were once of similar design with catslide roofs to the front elevations and timber clad two storey front facing gables, however, these are now of varying designs, exacerbated by the numerous recent additions. The principle of extending the host property Members may consider is acceptable subject to the size, scale, location and design of the proposal.

The scheme has been amended from the previously refused application to incorporate an amendment to the roof profile in light of the Inspector's comments. The Applicant has incorporated a set down from the ridge to retain the original form of the dwelling house in line with neighbouring properties within the street scene including number 35 and number 37. The Inspector does state within his appeal decision that number 35 does not include a two storey gable like the host dwelling, however this is believed to be an error as number 35 does quite clearly host a two storey gabled frontage and whilst the neighbouring property is wider than number 43, similarities can evidently be drawn. The proposed velux roof light to the rear and side roof space are not considered to negatively impact upon the design of the dwellinghouse nor are they visible from the wider street scene. Members may consider that the roof profile mitigates the previous refusal grounds and is considered an acceptable form of development within the Area of Special Residential Character.

Policy H9 states that when considering applications for new residential development, including extensions, the Council will require a minimum of 1 metre space from the side boundary of the site retained for the full height and length of the flank wall of the building. The first floor side extension, which is set back from the boundary by 1m, is proposed to be constructed over the existing garage which is built up to the common side boundary with number 45 Towncourt Crescent and is therefore contrary to Policy H9. The scheme has not been amended in this regard from that considered by the Inspector.

The Inspector stated that he 'acknowledges the Council's contention that policy H9 of the Unitary Development Plan includes a requirement for at least one metre gap between the side boundary and the flank wall of the existing building'. He goes on to say that 'although the existing garage is already less than a metre from the boundary the extended lower and upper storeys, which for part of the proposal, would comply with the Policy H9 by retaining the metre gap'. He concludes by saying that 'the existing and proposed gaps either side of number 43 would not result in it appearing cramped or harmfully close to the neighbouring properties and as such the side extension would not cause unacceptable harm to the character and appearance of the host dwelling and street scene and there would be no conflict with policy H9 of the UDP'. Consequently, there are special circumstances to prevent a policy led approach to this application and therefore Members may consider that the side extension is acceptable.

Proposed Ground Floor Side/Rear Extension

The plan provided shows that the proposed ground floor rear extension would project approximately 1m past the rear elevation with number 41 Towncourt Crescent. Members may consider that the extension is not considered to unduly affect the amenities afforded to the owner/occupiers of number 41 by virtue of the separation distances between the properties and the mature planting along the boundary.

The proposed ground floor rear extension, by virtue of the staggered building line along Towncourt Road, will project 4m past the rear elevation of number 45 at ground floor level within 1m of the common side boundary. Although it is appreciated that the projection past the elevation is substantial and may impact the neighbouring habitable room window in terms of the provision of natural light, it is considered that the extension is a betterment to the location and size of the single storey outbuilding which is located along the common side boundary and is to be removed, as such the extension in this regard is considered acceptable.

#### Proposed first floor rear extension

The proposed first floor rear extension extends approximately 1.5m further than the rear elevation of number 45 and is considered acceptable in that it may not be considered to unduly impact upon the amenities of the neighbouring property given the separation distances between the two properties and the roof profile that hips away from boundary. With regard to the impact of number 41, the proposed first floor rear extension is approximately 1.5m behind the rear elevation which Members may consider acceptable.

Comments from the neighbour request that the windows within the side elevation of the property be obscurely glazed. Whilst it is not considered that the windows at ground floor level would cause any undue overlooking, if permission was to be forthcoming it is suggested that the windows within the first floor side elevation are conditioned to be obscurely glazed and non-opening below a height of 1.7m.

#### **RECOMMENDATION: PERMISSION**

##### **Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

- 4** No windows or doors shall at any time be inserted in the flank elevation(s) of the extensions hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

- 5** Before the development hereby permitted is first occupied the proposed window(s) in the flank elevations shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

**Reason:** In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

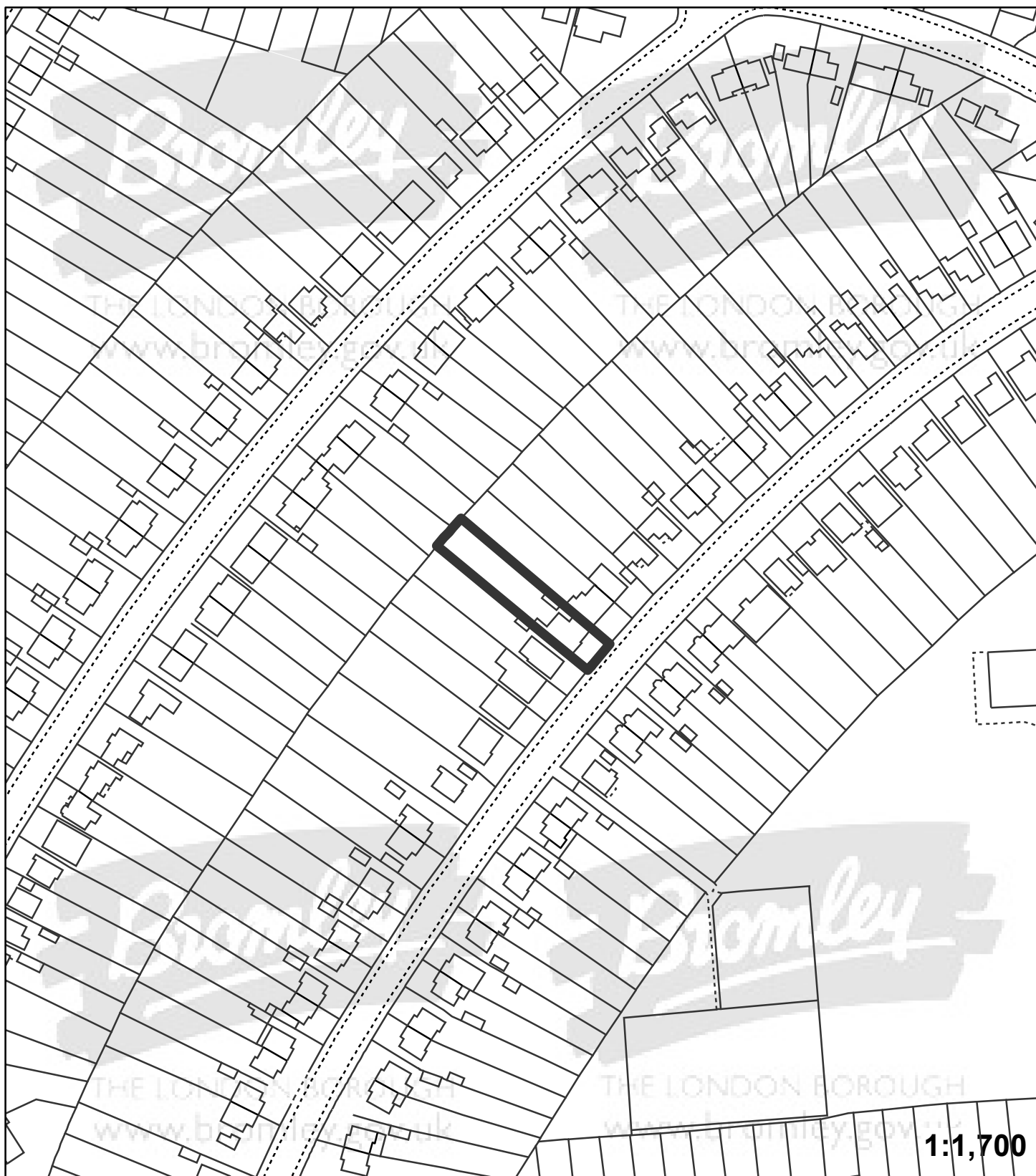
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**Application:**15/05369/FULL6

**Address:** 43 Towncourt Crescent Petts Wood Orpington BR5 1PH

**Proposal:** Part single, part two storey rear/side extension and roof alterations incorporating rooflights to create habitable room



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

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

**Application No :** 15/05466/FULL6

**Ward:**  
Farnborough And Crofton

**Address :** 91 Oregon Square Orpington BR6 8BE

**OS Grid Ref:** E: 544837 N: 166134

**Applicant :** Mr Lewis Griffiths

**Objections :** YES

### **Description of Development:**

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

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 11

### **Proposal**

The application site is located on the northern side of Oregon Square and hosts a semi-detached dwellinghouse. The proposal seeks permission for a part one/two storey front/side and single storey rear extension.

The proposed single storey rear extension will replace an existing single storey rear extension and is proposed to measure 4m in length, 7.8m in width and will be sited along the common side boundary with number 93 Oregon Square and 1m from the boundary with number 89. The single storey rear extension will host a pitched roof profile.

The two storey side extension will be located along the western flank elevation of the host dwelling projecting into the rear amenity space by 3.5m. The side extension will measure approximately 4.8m in width and 7.1m in depth, with the front of the first floor extension set back from the original front elevation by 3.5m. A spacing of 1m is retained to the boundary at first floor level however the garage at ground floor level is proposed up to the boundary. The ridge is set down from the main dwelling allowing for a level of subservience from the original property.

A single storey front extension is proposed to facilitate an extension to the garage and hallway measuring 1m in depth and 5m in width with a hipped roof profile.

### **Consultations**

Nearby owners/occupiers were notified of the application, one comment was received -

- There is a possibility of damages to the walls as the foundations of the extension run parallel to the neighbouring property
- There is potential damage to the party wall
- Reduction in light to neighbouring property
- Would like assurances that the foundations won't be built under neighbouring foundations which may cause subsidence
- Would like assurances that the neighbouring party wall won't be left open to the elements.

Highways - The proposal involves the reduction of the garage space however the front garden offers sufficient room for 2 cars to park off street and thus there is no objection to the proposal from a highways point of view subject to conditions.

### **Planning Considerations**

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

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

SPG1  
 SPG2

National Planning Policy Framework

### **Planning History**

15/01423/FULL6 - Roof alterations to incorporate rear dormer and front rooflights, part one/two storey front/side and single storey rear extensions - Refused

Reasons for refusal - The proposed hip to gable and dormer extensions, involving substantial alterations to the existing roof profile of the property, are unsympathetic to the scale and form of the host dwelling and would result in top-heavy and obtrusive additions that would unbalance the pair of semi-detached dwellings and are considered detrimental to the wider streetscene , thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.

### **Conclusions**

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

Policy H9 states that when considering applications for new residential development, including extensions, the council will require a minimum of 1 metre space from the side boundary of the site retained for the full height and length of

the flank wall of the building. The proposed single storey garage extension projects up to the boundary with number 89 for 4.6m. The first floor side element overhangs the ground floor garage to the rear by 200mm before stepping away to 1m from the boundary, rendering the scheme in breach of Policy H9 - side space. Members may not consider that the development would cause any possible terracing due to the separation distances between the majority of the first floor element being set 1m back from the common side boundary and the extent in which the first floor development is set back from the front elevation. It is not considered that the extension would allow for a cramped appearance within the wider streetscene nor would it negatively impact upon the spatial standards of the surrounding area, particularly given the set back of the first floor extension from the front elevation (3.5m) and the proximity of the neighbouring property.

The single storey rear extension is proposed at 4m in projection, replacing an existing single storey conservatory measuring 3.5m in projection before wrapping round to the western elevation of the dwelling, 1m away from the boundary with number 89. The extension will project minimally past the rear extension of number 93 by 0.45m and Members may not consider that this detrimentally impacts upon loss of light nor will it cause any undue overshadowing of the neighbouring property.

The proposed two storey extension projects along the western elevation of the dwelling, 1m from the common side boundary with number 89, 3.5m past the original rear elevation of the dwelling. The extension projects 2m past the rear most part of the neighbouring property at 4m away in distance. The first floor rear addition is sited above a ground floor extension measuring 4m in projection. Whilst it is noted that the projection into the rear amenity space can be considered to be quite large, the development is proposed with a hipped roof profile which pitches away from the common side boundary with number 89, mitigating some of the prominence of the built form as well as being stepped away from the boundary by 1m. Given the distance to the neighbouring property and the orientation of the site (south facing), it is not considered that the two storey extension would adversely impact upon residential amenity in terms of loss of light or being an overbearing form of development. This is further evidenced by the 45 degree angled sight line not being breached when taken from the neighbouring rear windows. If permission was to be forthcoming, a condition will be added to ensure that all flank facing windows are to be obscurely glazed and non-opening below a level of 1.7m from ground floor level.

In terms of the overall design of the scheme, it is beneficial to the retention of the original form of the dwelling that the extension is set back and down from the main ridge of the host property. Whilst sparse, there is some evidence of two storey extensions prevalent within the surrounding street scene and members may not consider that this extension would appear prominent or incongruent when viewed from the highway. The scheme does appear quite bulky when viewed from the rear, however given the limited views of this aspect, on balance it is considered that the overall design of the scheme is considered acceptable.

There are several examples of small porch and garage extensions within the road. The front extension is proposed with a hipped and pitched roof profile and projects 1m forward of the front elevation. The porch will not appear incongruous or

prominent, given the extent of this type of development within the wider street scene and the minor nature of the front projection.

Highways raised concerns that the size of the garage will not be suitable to park a standard size car, however, it would be suitable for cycle/refuse storage. Due to the size of the front garden which could be sufficient to park 2 cars off street, no objections are made to the scheme subject to conditions. A condition was required to be added detailing bicycle parking capacity within the site. Given the minor nature of the development, and the adequate storage provision within the rear amenity space for the storage of bicycles, this condition is not considered reasonable or necessary to be attached to a permission if it was to be forthcoming.

Concerns are raised by the neighbouring property with regard to the impact of the extension upon the party wall and foundations. These are private legal matters and not for consideration within this planning decision making process. Issues regarding foundations will be dealt with at building control stage.

Having had regard to the above, Members may consider the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area or host dwelling.

#### **RECOMMENDATION: PERMISSION**

##### **Subject to the following conditions:**

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

- 4 No windows or doors shall at any time be inserted in the flank elevation(s) of the extensions hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

- 5 Before the development hereby permitted is first occupied the proposed window(s) in the flank elevations shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.**

**Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan**

- 6 Before any work is commenced details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 2015 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

**Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.**

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

**Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**

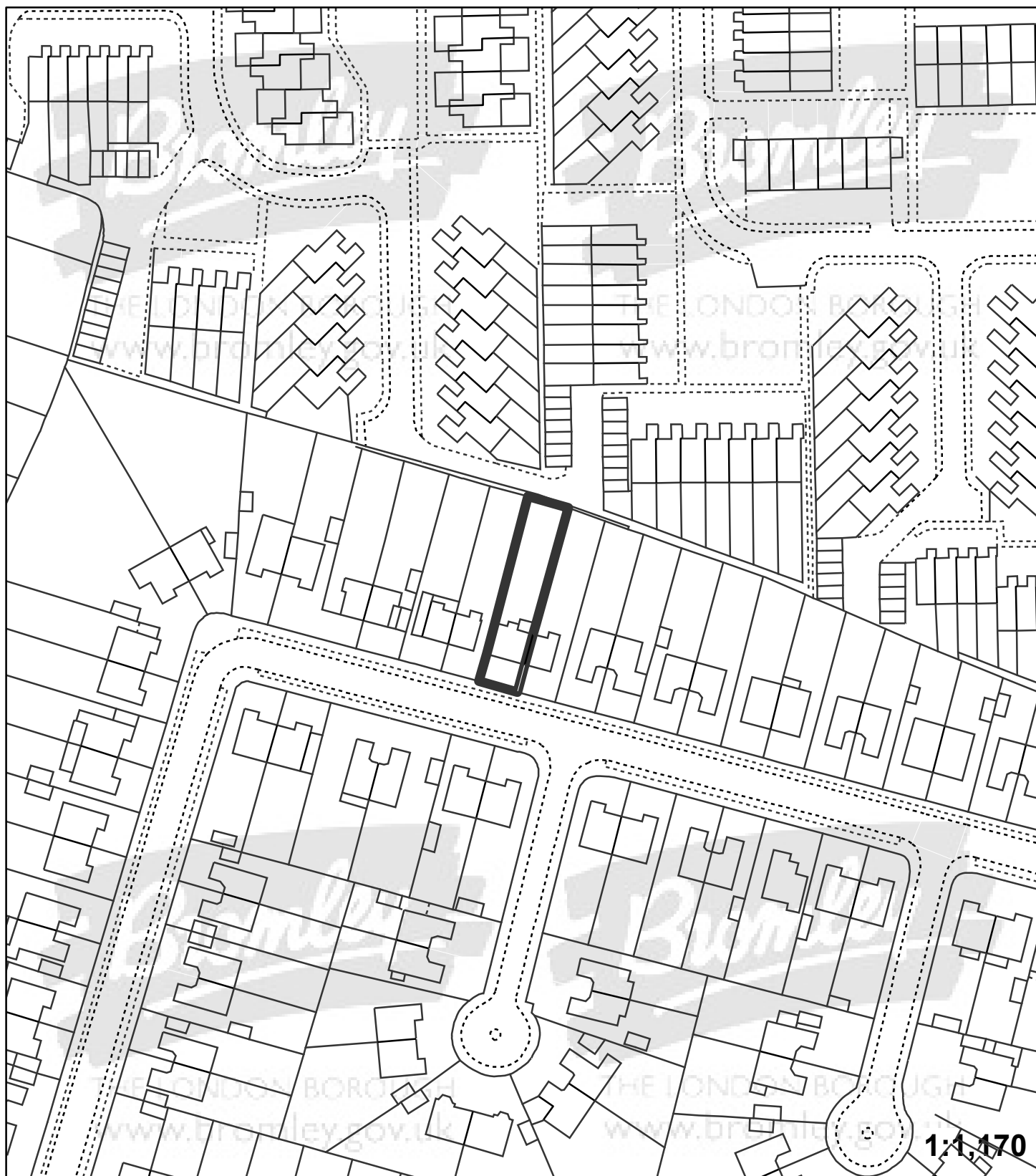
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**Application:** 15/05466/FULL6

**Address:** 91 Oregon Square Orpington BR6 8BE

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



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

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

**Application No :** 15/03067/FULL1

**Ward:**  
Chelsfield And Pratts  
Bottom

**Address :** Chelsfield Lakes Golf Centre Court  
Road Orpington BR6 9BX

**OS Grid Ref:** E: 548314 N: 163280

**Applicant :** Mr Andrew Craven

**Objections :** YES

### **Description of Development:**

Proposed adventure golf course and associated ornamental features and landscaping

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Local Distributor Roads  
Sites of Interest for Nat. Conservation

### **Proposal**

The application was deferred from Planning Sub-Committee 4 on the 17th of December 2015 in order to seek amendments to the lighting, for the submission of an ecology report and to gain further clarification of the proposed features. Amended plans have been forthcoming which remove the proposed lighting from the scheme and also remove two of the proposed pirate features

The site is located on the western side of Orpington By Pass (A224) and forms part of the wider Chelsfield Lakes Golf Centre which encompasses an 18 and 9 hole golf course, driving range and functions/events catering. The development is proposed to be located on the eastern side of the site, adjacent to the main entrance, car park and Driving Range. The site is approximately 0.4314 hectares and is located within the Green Belt.

The application proposes a new 18 hole, pirate themed adventure golf course with associated ornamental features and landscaping. The course will involve the regrading/contouring of the area but will not involve the removal of trees. A concrete base will be provided for the water features and concrete foundations for a number of features and obstacles. The course is proposed to measure approximately 3807sqm, 90m in length and 54m in width. Access to the adventure golf course will be via the driving range pro shop.

## **Consultations**

No comments from neighbours were received. The finalised date for neighbour and consultee responses is the 17th of February, as such if any further comments are forthcoming these will be reported verbally at committee.

### **Consultee Comments**

Drainage - Please advise the applicant that contrary to his answer to the question on the form there is no public surface water sewer near to this site. Surface water will therefore have to be drained to soakaways - No objections subject to conditions

Highways - Following the submission of a parking survey no objections were raised to the application.

Following a re-consultation of amended plans, one comment has been received from Thames Water who raise no objections.

## **Planning Considerations**

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

BE1 Design of New Development  
G1 The Green Belt  
L1 Outdoor recreation and leisure  
T18 Road Safety

## **Planning History**

There is a varied planning history with regards to the site of which the most pertinent applications include:

In 1991 (Ref 91/01779) permission was granted for the change of use from agricultural land to one 18 hole golf course, driving range and associated buildings.

In 1993 (Ref: 93/00/916/DETMAJ) revised details were submitted adding a 9 hole golf course, revised parking layout, additional lighting columns, sewage treatment plant and amended elevations, which was permitted.

05/03793/FULL1 - Regrading and landscape works to par 3 course extension to existing driving range, creation of short game practice area, new pond and creation of temporary access during construction - Permitted

10/00278/FULL1 - 6-10m high protective netting to 3 greens on golf course - Permitted

## Conclusions

The primary issues to be considered in the determination of this application are whether the proposal is appropriate development in the Green Belt and, if not, whether very special circumstances have been demonstrated to warrant the setting aside of the normal presumption against inappropriate development within the Green Belt. Highways safety and parking are also material considerations.

The application was deferred from Planning Sub-Committee 4 on the 17th of December 2015 in order to seek amendments to the lighting, for the submission of an ecology report and to gain further clarification of the proposed features. Amended plans have been forthcoming which remove the proposed lighting from the scheme and also remove two of the proposed pirate features

The proposed features will be spaced out throughout the site at a maximum height of 3m and will all be of a 'pirate' theme. Two kiosks are proposed to the western edge of the site at a maximum height of 3m with several bridges, benches, footpaths, boulders, areas of water and pebbled areas interspersed throughout. The site will be bounded with a 2.4m high galvanized steel fencing.

The removal of the lighting from the proposed development does mitigate the Council's concerns regarding the ecological impact of the development and due to the removal of the lighting from the scheme all together Members may no longer consider it necessary for an ecological report to be submitted.

Whilst the removal of two of the pirate features and the high level lighting goes some way in reducing the impact of the scheme upon the Green Belt, Members may not consider this to be sufficient to alter the fundamental objection to the scheme on the grounds that it represents inappropriate development in the Green Belt in this sensitive location and is considered to have an unacceptable impact on openness.

Paragraph 89 of the NPPF states that a Local Planning Authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries with the purposes of including land within it.

This is further reiterated with policy G1 of the Unitary Development Plan in which it states: the construction of new buildings or extensions to buildings on land falling within the Green Belt will be inappropriate, unless it is for the following purposes:... (ii) essential facilities for outdoor sport and outdoor recreation and open air facilities and other uses of land in it. Policy G1 of the UDP is superseded by the requirements of the NPPF and whilst the development does not have to be 'essential', it does have to be appropriate and retain the openness of the area, which Members may consider that this scheme does not.

In the Planning Statement and supplementary emails the agent makes the case that the proposed adventure golf course falls within the category of essential facilities for outdoor sport and recreation as it involves little building structure and

therefore is appropriate development in accordance with policy G1 and the NPPF. The Council does not agree with this; whilst outdoor sport and outdoor recreation are considered appropriate development within the Green Belt, this is only where the openness of the site is retained and the use of the site in such a manner does not conflict with the purposes of including land within the Green Belt.

The application proposes the erection of several 3m high pirate features, 2 x 3m high kiosks and 2.4m high galvanized steel fencing around the periphery of the site. The topography of the land sloping steeply upwards from the car park is also considered to accentuate the prominence of the development. Whilst the tree screening mitigates the views of this area from the Orpington by-pass, views of the development will still be visible from the south and west of the site. It is noted that the Applicant states that the site will only be visible from the car park, however no evidence has been provided to substantiate this claim i.e. in the form of viewpoints or a VIA. This information has not been forthcoming since the deferral from the December committee.

On balance, Members may consider that whilst it is recognised that the number of structures are an integral part of the concept of adventure golf on the sporting experience of its users, these structures and the amount of associated development may not be considered appropriate facilities for the provision of outdoor recreation within this highly sensitive Green Belt location. Members may consider that the scheme is inappropriate within the Green Belt given the level of built development and intervention on the land needed to allow for the use as an adventure golf course which conflict with the purposes of including land within the Green Belt and impact upon the openness of the site.

Paragraph 87 of the NPPF states that "as with previous Green Belt policy, inappropriate development is by definition harmful to the Green Belt and should not be approved, except in very special circumstances".

The Applicant does not explicitly state very special circumstances within the planning statement however does make a case with regards to the need for the development to keep the business viable, creating new jobs, bringing young people into the game, encouraging people to participate in outdoor recreation and the overall lack of impact of the proposal on the Green Belt.

Some information has been provided with regards to golfing trends in the UK which show a gradual decline in participation since the late 2000's. The planning statement also makes reference to falling membership numbers at Chelsfield Lakes Club stating that the proposed development will reverse this trend. Whilst the viability of the club can in some instances be considered to contribute to a very special circumstance case, the Applicant in this case has failed to provide any specific data that relates primarily to this site. The financial situation of the club is unknown and no financial projection has been provided which may indicate the benefits to the club from the development.

It is noted that participation in sport is supported within policy 3.19 of the London Plan in which it states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported, however, it also

states that where sports facility developments are proposed on existing open space, they will need to be considered carefully in light of policies on Green Belt and protecting open space. As stated above, given the size and number of the proposed features and the extent of the boundary fencing, it is not considered that the proposal is considered appropriate within the Green Belt and conflicts with the purposes of including land within the Green Belt. Furthermore, whilst cross-sectional drawings have been provided demonstrating the heights of the features within the site, no evidence has been provided as to the wider impact on the Green Belt from the scheme including an absence of long views.

Whilst very special circumstances have been presented in support of this application, none of these - either in their own right, or collectively - are considered sufficiently compelling or far-reaching enough to outweigh the harm caused to the Green Belt and to justify such inappropriate development in the Green Belt. A lack of evidence as to the wider impact of the scheme is also absent. Overall the harm caused by this proposal to the Green Belt is considered to outweigh any benefits, and none of the circumstances put forward, in particular the argument that this proposal will improve the openness of the site, are considered to be very special.

In terms of highways, no objections have been raised.

Consideration must also be given to any impact upon the amenities of adjoining residential properties. The location of the site is away from residential dwellings and as such the scheme is not considered detrimental in this regard.

On balance, the proposed development within this location, and in the absence of information stating the contrary, represents inappropriate and harmful development within the Green Belt by virtue of its siting and design, and none of the benefits or very special circumstances outweigh the harm that this will cause.

**as amended by documents received on 25.01.2016**

## **RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

- 1 The site is within the Green Belt where there is a presumption against inappropriate development. The Council does not consider that very special circumstances have been demonstrated that outweigh the harm caused to the openness and character of the Green Belt and the potential visual impacts of the scheme have not been fully assessed, as such the proposal is considered contrary to Policy G1 of the Unitary Development Plan and the NPPF.**

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**Application:**15/03067/FULL1

**Address:** Chelsfield Lakes Golf Centre Court Road Orpington BR6 9BX

**Proposal:** Proposed adventure golf course and associated ornamental features and landscaping



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

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