



THE LONDON BOROUGH
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DATE: 7 July 2015

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

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Katy Boughey, Alan Collins, Ian Dunn, Nicky Dykes,
Robert Evans, Terence Nathan and Angela Page

A meeting of the Plans Sub-Committee No. 1 will be held at Bromley Civic Centre on
THURSDAY 16 JULY 2015 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

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

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

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

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

A G E N D A

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 21 MAY 2015**
(Pages 1 - 12)
- 4 PLANNING APPLICATIONS**

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

Report No.	Ward	Page No.	Application Number and Address
4.1	Clock House	13 - 22	(15/01691/FULL1) - Stewart Fleming School, Witham Road, Penge, SE20 7YB.

SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Bickley	23 - 34	(14/04805/FULL1) - White Wings, Bickley Park Road, Bickley, BR1 2BE
4.3	Orpington	35 - 42	(15/00082/FULL3) - 16 Station Road, Orpington, BR6 0SA
4.4	Farnborough and Crofton	43 - 58	(15/00842/FULL1) - The Princess Royal University Hospital, Farnborough Common, Orpington BR6 8ND
4.5	Copers Cope	59 - 72	(15/01541/FULL1) - 32 Church Avenue, Beckenham, BR3 1DT
4.6	Petts Wood and Knoll	73 - 78	(15/01922/FULL6) - 201 Chislehurst Road, Orpington BR5 1NP

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

Report No.	Ward	Page No.	Application Number and Address
4.7	Darwin	79 - 86	(15/02381/FULL6) - Stoneridge, Silverstead Lane, Westerham, TN16 2HY

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

Report No.	Ward	Page No.	Application Number and Address
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5 CONTRAVENTIONS AND OTHER ISSUES

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6 TREE PRESERVATION ORDERS

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

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PLANS SUB-COMMITTEE NO. 1

Minutes of the meeting held at 7.00 pm on 21 May 2015

Present:

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Katy Boughey, Alan Collins, Ian Dunn,
Nicky Dykes, Robert Evans, Terence Nathan and Angela Page

Also Present:

Councillors Nicholas Bennett J.P., Kate Lymer and
Peter Morgan

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

All Members were present.

2 DECLARATIONS OF INTEREST

Prior to this meeting, the Director of Corporate Services (under delegated powers), considered a dispensation request from Councillor Nicholas Bennett JP to permit him to attend and address the meeting in regard to Item 4.10 - (15/00923/FULL6) – 18 Upper Park Road, Bromley, in which he had a Disclosable Pecuniary Interest as the owner of the property.

The Director resolved that dispensation be granted unconditionally and extended to cover any subsequent meetings on the same application if necessary.

All Members declared a personal interest in Item 4.10 as they were colleagues of Councillor Bennett JP.

3 CONFIRMATION OF MINUTES OF MEETING HELD ON 19 MARCH 2015

RESOLVED that the Minutes of the meeting held on 19 March 2015 be confirmed and signed as a correct record.

4 PLANNING APPLICATIONS

SECTION 2

(Applications meriting special consideration)

4.1 PLAISTOW AND SUNDRIDGE

(14/04249/FULL1) - 67 Plaistow Lane, Bromley.

Description of application – Demolition of existing Gate House and erection of a two storey 2 bedroom dwelling with detached garage, gates and pillars to Willoughby Lane and alterations to vehicular and pedestrian access.

Oral representations in support of the application were received at the meeting. Oral representations from Ward Member Councillor Peter Morgan in support of the application were also received. Oral representations in objection to the application were received from the Council's Design and Heritage Champion, Councillor Nicholas Bennett JP.

It was reported that a further letter in support of the application had been submitted.

Members were advised that if they were minded to grant permission, this would be subject to receipt of a letter of authorisation from English Heritage prior to demolition of the building.

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

4.2 PLAISTOW AND SUNDRIDGE

(14/04252/LBC) - 67 Plaistow Lane, Bromley.

Description of application – Demolition of existing Gate House and erection of a two storey 2 bedroom dwelling with detached garage, gates and pillars to Willoughby Lane and alterations to vehicular and pedestrian access. LISTED BUILDING CONSENT.

Oral representations in support of the application were received at the meeting. Oral representations from Ward Member Councillor Peter Morgan in support of the application were also received. Oral representations in objection to the application were received from the Council's Design and Heritage Champion, Councillor Nicholas Bennett JP.

It was reported that a further letter in support of the application had been submitted.

Members were advised that if they were minded to

grant permission, this would be subject to receipt of a letter of authorisation from English Heritage prior to demolition of the building.

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

4.3 BROMLEY TOWN

(14/04528/PLUD) - 17 Cameron Road, Bromley.

Description of application – Single story side extension. CERTIFICATE OF LAWFULNESS for a proposed development.

Oral representations from the applicant in support of the application were received at the meeting. In response to a question as to why she had not submitted existing and proposed plans to show how the bank at the front of the property (part of which was directly in front of the proposed doors) would be dealt with, the applicant advised that she had submitted a photograph and plan containing this information which, she understood, would be given to Members. It was confirmed that Members had received copies.

The Planning Officer referred to the applicant's earlier written statement, as set out on page 23 of the report, where she had confirmed there was no intention at this point in time to alter the topography of the frontage to provide vehicular access but merely maintain the current pedestrian access. The photograph and plan showed the partial removal of a bank to the front of the property and therefore contradicted the earlier written statement. The Legal Representative advised that it was the responsibility of an applicant to precisely depict the proposal for which a certificate of lawfulness is sought and that the applicant so far had failed to do this. For the Council to certify whether or not the proposed works would be lawful, it was necessary for those works to be clearly set out in the application.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED** without prejudice to any future consideration, to seek clarification of the proposal.

**4.4
CHISLEHURST
CONSERVATION AREA**

(14/04633/FULL1) - Old Woodlands, Brenchley Close, Chislehurst.

Description of application – Erection of detached two storey 4 bedroom 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 reason set out in the report of the Chief Planner which was amended to read:-

‘The proposal constitutes a cramped overdevelopment of the site, by reason of the resultant site coverage of the existing and proposed development and the loss of garden area which contributes to the character of the area; the proposal would thereby result in loss of visual amenity and harm the character and appearance of this part of the Chislehurst Conservation Area, contrary to Policies BE1, BE11 and H7 of the Unitary Development Plan, the National Planning Policy Framework and the Supplementary Planning Guidance for the Chislehurst Conservation Area.’

**4.5
CRAY VALLEY EAST**

(14/04870/FULL1) - Land opposite Econ House, Old Maidstone Road, Sidcup.

Description of application – Use of land as a waste transfer station and recycling facility involving minor change of land levels, the erection of a facilitative building, associated plant, site office and provision of car parking and associated landscaping.

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

Comments from Ward Member Councillor Teresa Ball and local MP Bob Neill in objection to the application were reported.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended, for reasons 2 and 3 set out in the report of the Chief Planner with refusal ground 1 being deleted.

**4.6
SHORTLANDS**

(15/00464/FULL1) - Land adjacent to 2 Hengist Way, Hayes Lane, Beckenham.

Description of application – Siting of radio base station comprising 25m monopole with dual stacked antennas within shroud bt 20 and 25m, 4 equipment cabinets

and 1 slim line meter pillar sited on grass verge to the South of Hengis Way, Hayes Lane, Bromley.

Comments from Ward Member Councillor Mary Cooke in support of the application were received at the meeting.

It was reported that Environmental Health raised no objections to the application.

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.

4.7
**CRYSTAL PALACE
CONSERVATION AREA**

(15/00763/FULL1) - 24 Anerley Hill, Anerley.

Description of application – Demolition of detached garage and erection of 3 x four bedroom dwelling houses fronting Cintra Park and demolition of single storey rear extension and replacement of first floor rear door with a window to No 24 Anerley Hill.

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

The final sentence of the first paragraph under the heading 'Impact to Neighbours' (page 53), was amended to read:- 'Given the orientation of the properties located on Cintra Park namely No. 2-6 overlooking will *not* be more prevalent than is currently undertaken from these properties.'

Members were advised that if permission was granted, the previous S106 agreement (as set out on page 55 of the report), would be discharged.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with conditions 2, 4, 5, 8, 9, 11 and 12 amended to read:-

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 construction of the dwellings 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.

4. Details including samples 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 the commencement of the construction of the dwellings hereby permitted. The works shall be carried out in accordance with the approved details.

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

8. Prior to the commencement of the demolition of the garages 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.

9. 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 construction of the dwellings hereby permitted. 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.

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

12. The existing single storey rear extension at 24 Anerley Hill shall be removed prior to the demolition of the garages and construction of the three detached

dwellings hereby approved and the construction of the dwellings shall not commence until the extension has been removed in its entirety.

Reason: In the interest of the amenities of the future occupants of No.24 Anerley Hill and in order to comply with Policy BE1 of the Unitary Development Plan.

Members **FURTHER RESOLVED** that the existing **Section 106 Agreement attached to the land be discharged.**

**4.8
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

(15/00827/FULL6) - Barnet Mead, Barnet Wood Road, Hayes.

Description of application – Single storey rear extension.

It was reported that the Conservation Officer had no objections to the application.

A further letter in support of the application had been received.

Members were advised that a Plan number would be inserted at condition 3 (page 62) if permission was granted.

The external footprint referred to on page 61 of the report was confirmed as 31.2 sqm.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with condition 3 amended to read:-
'3 The existing buildings identified on Plan 2921/3 shall be demolished and the site cleared within three months of the first occupation of the development hereby permitted.

Reason: In order to comply with Policy G4 of the Unitary Development Plan and to prevent overdevelopment of the site.

**4.9
SHORTLANDS**

(15/00904/FULL1) - 2B Winchester Road, Shortlands.

Description of application – two storey rear extension with part 1st floor rear extension, new pitched roof over existing flat roofed two storey side extension, new pitched roof to garage and porch.

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.

**4.10
PLAISTOW AND
SUNDRIDGE**

(15/00923/FULL6) - 18 Upper Park Road, Bromley.

Description of application – Part one/two storey side extension and roof extension incorporating rear dormer with juliet balcony and bin store at side.

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

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

**4.11
COPERS COPE**

(15/01235/FULL1) - 9 St Clare Court, Foxgrove Avenue, Beckenham.

Description of application – Conversion of basement storage to two bedroom self-contained flat.

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

Comments from Ward Member Councillor Russell Mellor in objection to the application were reported. It was reported that further objections to the application had been received.

With regard to the third paragraph on page 76 of the report, Members were advised that the stated size of the proposed apartments (i.e. 40 m²) was incorrect and required clarification.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED** without prejudice to any future consideration to seek clarification of the proposed internal floor measurements and whether this affects the recommendation.

SECTION 3

(Applications recommended for permission, approval or consent)

**4.12
BROMLEY TOWN**

(15/00358/FULL6) - 36 South View, Bromley.

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

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

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

**4.13
BICKLEY**

(15/00377/FULL6) - 38 Hawthorne Road, Bickley.

Description of application – Two storey side/rear extension, re-building of roof and second floor accommodation, elevational alterations and detached garage to rear with vehicular access to Hawthorne Road.

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

Drawings of the proposed application together with photographs of the existing site were circulated to Members.

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

**4.14
WEST WICKHAM**

(15/00636/FULL6) - 74 Woodland Way, West Wickham.

Description of application – Single storey rear and first floor side extensions.

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.

**4.15
FARNBOROUGH AND
CROFTON
CONSERVATION AREA**

(15/01034/FULL6) - 24 Meadow Way, Orpington.

Description of application – Roof alterations to incorporate rear dormer extension, part one/two storey side/rear extension, alterations to front porch to include canopy and elevational alterations (revisions to permission ref. 14/00744 to include single storey plant room to side, eaves level of main roof raised to North Eastern side, removal of pitched roof over single storey rear extensions, changes to windows and doors, changes to roof materials and removal of chimneys). **RESTROSPECTIVE APPLICATION.**

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

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

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

- 1 The development significantly impacts on the visual amenity of the area and is out of character with the Farnborough Park Conservation Area, contrary to Policy H8 and BE11 of the Unitary Development Plan.
- 2 The materials used for the development are unsympathetic and out of keeping with the character of the host dwelling and area in general, contrary to Policies BE1 and H8 of the Unitary Development Plan. The Chairman and Councillor Joel abstained from voting.

SECTION 4

(Applications recommended for refusal or disapproval of details)

4.16 BICKLEY

(14/04805/FULL1) - White Wings, Bickley Park Road, Bickley.

Description of application – Demolition of existing dwelling and erection of 2 detached two storey 6 bedroom dwellings with accommodation in roofspace, integral garage and new vehicular access to plot 1.

It was reported that a 'Right to Light' assessment had been submitted.

Aerial photographs of the site were circulated to Members.

Members having considered the report and objections, **RESOLVED that the application BE DEFERRED** without prejudice to any future consideration to seek an increase in the side space to the boundary with Lone Pine. The application should be considered under Section 2 of any future meeting.

5 TREE PRESERVATION ORDERS

5.1 BICKLEY

(DRR/15/040) - Confirmation of Tree Preservation Order No. 2597A, 6 Laurel Gardens, Bromley.

Oral representations from Ward Member Councillor Kate Lymer in support of confirmation of the TPO were received at the meeting.

With regard to paragraph 3.16 on page 104 of the report, it was noted that the words ...'removal of T1 Cedar tree.' should be amended to read:- 'removal of T2 Cedar tree.'

A further letter in support of confirmation of the TPO had been received.

Members having considered the report and representations, **RESOLVED that Tree Preservation Order Number 2597A** relating to one yew tree and

one cedar tree **BE CONFIRMED WITHOUT
MODIFICATION**, as recommended in the report of the
chief Planner.

The Meeting ended at 8.55 pm

Chairman

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

Application No : 15/01691/FULL1

Ward:
Clock House

Address : Stewart Fleming School Witham Road
Penge London SE20 7YB

OS Grid Ref: E: 535124 N: 168969

Applicant : Mr Lee Mason-Ellis

Objections : YES

Description of Development:

Temporary two storey, four classroom modular block with entrance lobby, toilets, stoves and associated external works including ramp and steps

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding
Smoke Control SCA 30

Proposal

Temporary planning permission is sought for the erection of a two storey classroom building to be used whilst refurbishment work is undertaken on the existing school site and to facilitate future expansion plans. The building will be located within the existing playground to the south-east of the site at the junction of Witham Road and Felmingham Road. The classrooms are sought for a period of two years ending in August 2017.

The building is two storeys in height and will feature four 59sq.m classrooms and toilets, lobby and storerooms on each level. Access is provided primarily by a ramped access to the north-west elevation which faces into the school site, with two ground floor exits/entrances to the ground floor classrooms.

This proposal does not encompass any increase of pupil or staff numbers and the proposed classrooms are sought for decant purposes only.

The applicant has stated, in support of the application, that the temporary decant accommodation proposed to facilitate the potential for future expansion works will be integral to local policy and statutory responsibilities and will be required to meet the demand in 2015/16 for primary places.

Location

The site is located to the northern edge of Witham Road and forms the junction with Felmingham Road to the north-eastern boundary. To the south-west of the site are the rear of the properties facing onto Sheringham Road whilst to the north-west of the site (the rear) are the properties of Suffield Road which adjoins perpendicular the site. Footpaths are present to the rear of the properties at Sheringham Road and Suffield Road and run for the entirety of the boundary with No.27 Suffield Road and No.32 Felmingham Road.

The area is characterised by two storey terraced dwellings forming a tight urban grain typical of the wider locality. As such the school, with its recreation area set to the front and occupying the land forming the junction with Witham Road and Felmingham Road, represents a break in this urban form and positively contributes to the spatial standards of the area with Beckenham Crematorium and South Norwood Country Park to the south being severed by the east to west railway line behind the properties of the southern edge of Witham Road.

The school itself comprises a linear one and two storey block set close to the north-western boundary. The site is set below street level with steps down to the playground from the access with Witham Road. Servicing is typically from the access to Suffield Road.

Consultations

Comments from Local Residents

A total of 107 nearby owners/occupiers were notified of the application and 25 representations were received, of which 23 are in objection, and which can be summarised as follows:

- Double parking with high levels of congestion are longstanding safety concerns
- Damage to cars from parents' cars
- Shortage of parking in the area
- Against expansion
- Health risks from building work
- The application should be considered as part of the wider expansion proposal
- We oppose these plans until such time as full plans for the school can be considered
- No objections to the temporary block, but to the ultimate expansion
- The building is like a grey elephant
- You cannot guarantee that it will be temporary

[Officer's comment - a large proportion of comments received relate to the future expansion of the school and associated development following public consultation events by the applicant. The current application does not propose any expansion of the school roll or any works to the main school.]

The Felmingham Road Residents Association (FRRA) have commented that the current application should only be considered as part of the larger project being planned. Concern is also raised that a number of residents within Felmingham Road have not received notification letters and that the 21 day period should be extended until these have been sent.

[Officer's comment - the Council's records show that the residents stated as not being notified - Nos. 17, 24a, 31, 31 and 41 - were sent notification letters regarding the proposal although it is not possible to confirm receipt. However, it is also noted that the occupants of these properties are signatories to the FRRA's letter and as such their comments have been taken into account as summarised above.]

Comments from Consultees

Highways:

No objections are raised as the proposal does not seek an increase in pupil or staff numbers, conditions relating to maintenance of the car parking as shown and the provision of cycle storage are suggested.

Crime:

No conditions are sought for this application, advice as to the security of temporary buildings has been given and this has been relayed to the applicant.

Drainage:

Thames Water raise no objections.

The Council's drainage advisor raise no objection subject to a condition relating to surface water drainage.

Environmental Health:

No objections are raised.

Planning Considerations

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

- BE1 Design of New Development
- BE4 The Public Realm
- C1 Community Facilities
- C7 Educational and Pre-School Facilities
- H9 Side Space
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking

- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

The application falls to be determined in accordance with the following policies of the London Plan 2015:

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

In addition to:

Accessible London: achieving an inclusive environment
 The Mayor's Transport Strategy
 Mayor's Climate Change Mitigation and Energy Strategy
 Sustainable Design and Construction Supplementary Planning Guidance

The National Planning Policy Framework is also a material consideration, with which the above policies are considered to be in accordance. Sections 4 'Promoting sustainable transport'; 7 'Requiring good design'; 8

The National Planning Policy Guidance (NPPG)

Planning History

- 99/00138 Planning permission granted 15th April 1999 for a single storey extension to provide 4 classrooms and office and toilet accommodation and formation of pedestrian access.
- 02/01830 Planning permission granted 15th August 2002 for single storey extensions to form store room and cloak room.
- 10/01722 Planning permission granted 13th December 2010 for a bicycle store, 2 timber storage sheds, 2 play area enclosures with artificial grass surface, new pedestrian ramp with handrail and balustrade and gate access and free standing canopy to pre-school classroom.
- 12/01057 Demolition of existing kitchen annexe building and cloakroom and erection of new single storey infill building to accommodate new kitchen annexe and toilets.

Conclusions

Design and the impact upon the character of the area

Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings.

The NPPF emphasises good design as both a key aspect of sustainable development and being indivisible from good planning and your attention is drawn to paragraph 58 in this regard. Furthermore, paragraph 64 is clear that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The classrooms are required until August 2017 and as such the classrooms will not result in a long-term impact upon the character of the area. The two storey nature of the development will have a degree of impact upon the streetscene, however the utilisation of a two storey solution mitigates the impact upon the playground and therefore the playspace available to the children attending the school. Due to the short term nature of the building it is considered that the short-term harm to the streetscene is outweighed by the benefit of the design approach to the playground provision and that any harm that does result will be for a relatively short period.

Education and Community Facilities

Policies C1, C2, C7 and C8 relate to the provision and extension of educational facilities and the requirements that these additional facilities bring about the beneficial and efficient use by the community. Policy 3.18 of the London Plan supports the provision and expansion of education facilities.

Whilst the proposed development is cited as facilitating future expansion plans for the school as a whole, no expansion is proposed as part of this planning application and as such the proposal falls to be considered against the suitability of

the structures for their intended purpose and their impact upon the existing provision on the site. The four classrooms are of a good size and would afford a suitable temporary teaching space, with toilet facilities and storage also provided. It is not considered that the proposal would adversely impact the existing education provision.

Highways

Policies T1, T2, T3, T6, T17 and T18 relate to the Council's requirements in terms of parking, transport assessments, highway safety in addition to London Plan Policies under section 6 including Policies 6.8 (Coaches), 6.9 (Cycling), 6.10 (Walking) 6.13 (Parking).

The majority of the site to the north and east is within PTAL level 3 with the west of the site to the west within PTAL level 2 which places the site at the lower end of transport accessibility with a limited number of bus stops in the vicinity.

The scheme does not involve any increase in pupil or staff numbers. The access and egress arrangements for cars and people will remain the same and there will be no change in car or cycle parking provision. The proposed temporary classrooms will be accommodated on site and as such it is not considered there will be any unacceptable impacts in this regard.

Concerns have been raised with regard to parking provision at the site and in the area generally and it is considered reasonable to ensure that the existing parking arrangements are maintained for the duration of the temporary period of the development. However, given that there will be no increase in pupils or staff as a result of this proposal it is not considered necessary or reasonable to require the provision of cycle storage facilities over and beyond that currently provided.

Conclusion

Given the temporary nature of the building, the impacts of the development are limited in both their scale and period. As a result the erection and occupation of this building for the intended uses is considered acceptable for the time periods requested.

With regard to the temporary nature of the application, a condition is suggested requiring the removal of the building by the end of August 2017 and the restoration of the occupied area to its former condition. Should such removal and reinstatement not take place on or before this date the Council has recourse to enforcement action to secure this. Additionally, such a condition is considered necessary and reasonable given the acceptability of the impact of the development upon the character of the area and the streetscene on the basis of its short-term and limited duration.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 15/01691 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The temporary classroom building hereby permitted shall be removed from the site and the permitted use shall cease on or before 31st August 2017 and the site shall be reinstated to its previous condition and use within 3 months of the removal of the buildings.**

Reason: Section 91, Town and Country Planning Act 1990 and in the interests of the character of the area and the visual amenities of local residents as well as the adequate provision of playspace for current and future pupils of the school in accordance with Policies BE1 and C7 of the Unitary Development Plan and Policy 3.18 of the London Plan.

- 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: Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

- 3 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.

- 4 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.

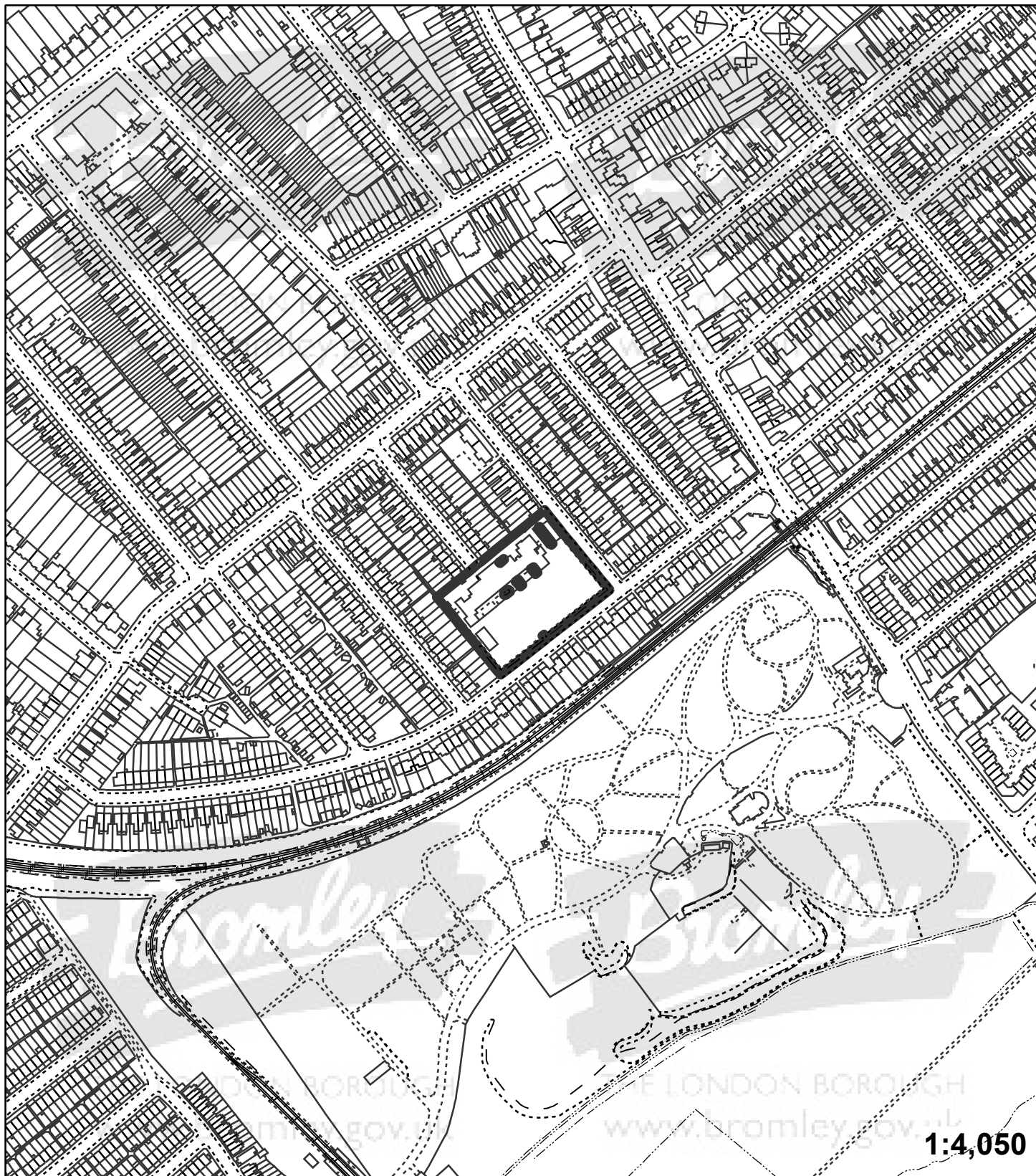
- 5 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the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

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

Application:15/01691/FULL1

Address: Stewart Fleming School Witham Road Penge London SE20 7YB

Proposal: Temporary two storey, four classroom modular block with entrance lobby, toilets, stoves and associated external works including ramp and steps



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

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SECTION '2' – Applications meriting special consideration

Application No : 14/04805/FULL1

Ward:

Bickley

Address : White Wings Bickley Park Road Bickley
Bromley BR1 2BE

OS Grid Ref: E: 542778 N: 169001

Applicant : Mr Neil Cooper

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of 2 detached two storey 6 bedroom dwellings with accommodation in roofspace, integral garage and re-location of vehicular access

Key designations:

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

Proposal

This application was deferred from committee on 21st May in order to seek an increased separation to the boundary with Lone Pine. Revised plans have now been received which reduce the width of the new dwellings by 0.5m, and increase the separation between the dwelling on Plot 2 and the eastern flank boundary with Lone Pine by 1m. The distance between these two dwellings would now be 3.2m.

I repeat the earlier report, suitably updated.

It is proposed to demolish the dwelling and garage and erect two detached two storey dwellings which would each have an integral garage, and would include accommodation in the roofspace. The dwellings would be set back at least 11m from the road in a similar position to the existing dwelling, but would extend further to the rear. The new dwellings would have rear garden depths of at least 20m, and

would maintain a 2m separation between them. The dwelling on Plot 1 would have a separation to the western flank boundary of 1.3-1.4m, whilst the dwelling on Plot 2 would have a 2-2.2m separation to the eastern flank boundary with Lone Pine.

The proposals originally submitted included two separate vehicular accesses to Bickley Park Road to serve the dwellings, but the scheme was revised to provide only one central access to serve both dwellings, which would involve stopping up the existing access to the eastern side of the site.

Location

This site is located on the northern side of Bickley Park Road, and lies within Bickley Area of Special Residential Character. It measures 0.19ha in area, and is currently occupied by a detached two storey dwelling with attached double garage.

The site is bounded to the east by a detached dwelling known as Lone Pine, and to the west by a detached dwelling known as St Michaels, whilst St Georges Church and the Vicarage lie further to the west. Two properties in Woodlands Close (Old Cedars and Athelstan) back onto the rear of the site.

Consultations

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

- * overdevelopment of the site - dwellings are too large for the plot
- * new dwelling on Plot 2 would be too close to the boundary with Lone Pine
- * loss of light to and outlook from Lone Pine
- * overlooking from flank windows
- * dwellings would encroach on the building line
- * detrimental impact on flank window to habitable room at Lone Pine
- * out of character with surrounding area.

Comments from Consultees

No highways objections are raised to the provision of a central vehicular access to serve both dwellings, and the parking layout is considered acceptable, subject to safeguarding conditions.

Environmental Health do not raise any objections in principle, and there are no drainage objections seen to the proposals. Thames Water also 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
H7 Housing Density & Design
H9 Side Space

H10 Areas of Special Residential Character
T3 Parking
T18 Road Safety
NE7 Development and Trees

Conclusions

The main issues in this case are the impact of the proposals on the character and spatial standards of Bickley Area of Special Residential Character, and on the amenities of the occupants of surrounding residential properties, and the effect on parking and road safety in the close vicinity and on important trees on the site.

Appendix 1 of the UDP sets out that "Developments likely to erode the individual quality and character of the ASRCs will be resisted." The Bickley ASRC is described as being characterised by spacious inter-war residential development which consists of large houses in substantial plots.

The existing dwelling on the plot maintains a generous separation to the western flank boundary of 7m, whilst the eastern wing adjacent to Lone Pine is single storey only and maintains a separation of 2m to the eastern flank boundary. The subdivided plots are of a width and depth that would be in keeping with the surrounding area, whilst the revised scheme now shows reduced width dwellings with reasonable separations of between 1.3-2.2m maintained to the flank boundaries. In particular, the dwelling on Plot 2 would be set a further 1m away from Lone Pine, giving a separation of approximately 3.2m between the dwellings. The revised proposals are not now considered to have a detrimental impact on the character and spatial standards of the ASRC.

With regard to the impact on neighbouring properties, the new dwellings would not project significantly forward of the neighbouring properties, and the deeper elements of the proposed dwellings would be set back from their respective side boundaries with St. Michaels and Lone Pine in order to reduce the impact on the adjacent dwellings. The revised scheme has now set the new dwelling on Plot 2 a further 1m back from the eastern flank boundary, which would give a separation of 3.2m between the new dwelling and the western flank wall of Lone Pine. The side wall of the adjacent property contains a clear-glazed first floor window to a bedroom which is the only window to this habitable room, however, it is considered that the dwelling on Plot 2 has been sufficiently set back from Lone Pine so as not to unduly affect the light to and outlook from this room.

The proposed parking and access arrangements are considered acceptable by the Council's Highway Engineer.

With regard to trees on the site, the proposals would require the removal of several established trees located at the front of the property (including mature 12m high cypress trees and a 10m high sycamore tree) in order to form the new vehicular access and parking, and it is likely that the majority of the existing minor trees and shrubs located along the eastern part of the front boundary would also be removed. The loss of these trees are likely to have a noticeable effect on the character of the frontage, but the quality of the existing planting is generally poor,

and a proposal for new landscaping to the front of the property would mitigate against the harm to the visual character.

Several trees along the western flank boundary are shown to be retained (including a cherry and a yew), but are likely to be impacted by proposed new hardstanding, and would therefore require the submission of a tree protection plan/method statement.

In conclusion, the revised proposals are not now considered to result in a cramped form of development, nor would they have a significantly detrimental impact on the amenities of the neighbouring property at Lone Pine.

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

as amended by documents received on 28.05.2015

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 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 visual amenity and the amenities of adjacent properties.

- 4** No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;
Type and siting of scaffolding (if required);
Details of the method and timing of demolition, site clearance and building works
Depth, extent and means of excavation of foundations and details of method of construction of new foundations
Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;
Location of bonfire site (if required);
Details of the location of underground services avoiding locating them within the protected zone
Details of the method to be used for the removal of existing hard surfacing within the protected zone
Details of the nature and installation of any new surfacing within the protected zone
Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

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

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

Reason:To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

7 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (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.

8 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

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

9 Before any part of the development hereby permitted is first occupied that part of a sight line of which can be accommodated within the site shall be provided in both directions at **** and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed **** in height in advance of this sight line, which shall be permanently retained as such.

Reason:In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

10 Before the access hereby permitted is first used by vehicles, it shall be provided with visibility splays and there shall be no obstruction to visibility in excess of **** in height within these splays except for

trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

- 11 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.

- 12 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.

- 13 The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

Reason:In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 14 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.

15 Before the development hereby permitted is first occupied the proposed window(s) in the 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.

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

16 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 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

17 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.

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

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

You are further informed that :

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

land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

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

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

- 2 Any re-positioning, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus considered necessary and practical to help with the modification of the vehicular crossover shall be undertaken at the cost of the applicant.
- 3 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

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Application:14/04805/FULL1

Address: White Wings Bickley Park Road Bickley Bromley BR1 2BE

Proposal: Demolition of existing dwelling and erection of 2 detached two storey 6 bedroom dwellings with accommodation in roofspace, integral garage and re-location of vehicular access



"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 : 15/00082/FULL3

Ward:
Orpington

Address : 16 Station Road Orpington BR6 0SA

OS Grid Ref: E: 545907 N: 165878

Applicant : Mr John Samuel

Objections : YES

Description of Development:

Change of use from dwelling house (Class C3) to children's day nursery (Class D1), single storey rear extension and widening of existing vehicular access.

Key designations:

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

Proposal

The proposal incorporates a 9.9m single storey rear extension, a balcony at the rear of the existing first floor element and the widening of the vehicular access at the front, and the conversion of the building from a dwellinghouse to a children's day nursery. A total of five parking spaces would be provided within the existing front garden area. The rear of the site will comprise a children's play area.

The proposed nursery would accommodate a maximum 91 children of varying ages and 20 members of staff would be employed. The opening hours indicated on the planning application are 07:00 - 19:00 Monday - Friday. The proposed floor plans indicate that the building will be divided into three sectors: Babies (23); Toddlers (28); and Pre-School (40).

The application is accompanied by a Planning Statement, a Transport Statement, a Travel Plan, a Childcare Sufficiency Assessment an Arboricultural Impact Assessment & Method Statement

Location

The application site incorporates a part one/two storey detached dwelling situated along the northern side of Station Road, and an overall site area of 0.075 hectares. The site is located approximately 180 metres to the west of the junction of Station Road and Orpington High Street and 500 metres to the east of Orpington Railway

Station. The neighbouring buildings comprise mainly of residential development with flats located to the side and rear of the site.

The southern (front) and western site boundaries contain a number of trees, those along the western side being the subject of a Tree Preservation Order (No 368). Consequently, the existing building itself is well screened from the highway.

Consultations

Comments from Local Residents

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

- traffic disruption
- noise pollution
- no objection in principle to use, but size and scale of proposal is excessive
- increase in number of traffic movements to and from the site
- area is always heavily congested, particularly during peak travel hours
- unlikely that many people would take children to nursery by non-car means
- relocation of play area will move closer to boundary and lead to additional disturbance
- loss of trees at the site
- unsuitable nature of location for proposed purpose
- given there are six other nurseries existing within one mile of this site, it is very easy to see that the majority of children arrive by car
- it has been witnessed that traffic congestion at pick up and drop off times is horrendous
- given the proposed age range cars will need to be parked and children taken into the school, a process that will take at least five to ten minutes; proposal will necessitate a very large number of cars finding somewhere to park during this process
- inadequate on-site parking for staff
- unrealistic expectation that the majority of employees will walk or take public transport
- regular congestion and gridlock along Station Road
- restrictive parking along Station Road from 07:00 - 19:00
- neighbouring road, The Approach, is an important cut through and at peak times there is always a queue of traffic waiting to turn into Station Road
- only car park within a reasonable distance is at 'Tesco' store, 150m towards the High Street - this would seem to be for customer use only
- footpaths all the way up Station Road are narrow and already well used, and not conducive for children travelling by bicycles
- parking restrictions would have to be enforced on a daily basis to maintain traffic flow
- increased danger of widening the entrance
- loss of natural screening of trees and shrubs

The following comments were also raised by the Chairman of the Knoll Residents' Association:

1) We understand that there will be places for some 91 children. Given the paraphernalia involved in transporting pre-school children/toddlers etc, it seems highly likely that many of these will be brought/taken away from the nursery by car. As many/all, the parents will be working mums it also seems likely that there will be peaks of activity between 7-30 and 8-30 in the morning and 17-30 to 18-30 in the evening. The proposed site is just 150 metres away from Tesco. Traffic already backs up from the traffic lights, often considerable distances. This congestion will be made worse if cars have to queue up to get into the proposed site (there seems to be limited capacity within the site for cars to turn round and exit plus, of course, there will drop off time while children are taken from the car to the nursery with their buggies/toys etc). There is also likely to be congestion as cars coming up Station Road seek to cut across traffic coming down Station Road. It is easy to foresee large amounts of congestion at peak times, and also probably other times as it seems likely that it would only require two cars to seek to enter the site for there to be problems turning; thus requiring one to stay in the road until the other has finished its business and reversed.

2) We are also concerned about parking. We understand that there are only 5 car parking spaces for the 19 staff likely to be present most times. While we have read the applicants comments, it seems unlikely that 75% of staff will be commuting by public transport or walking. This will cause parking overflow on the already congested neighbouring roads.

Comments from Consultees

Technical Highways objections have been raised.

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

Planning Considerations

The following policies are applicable in respect of this application:

Unitary Development Plan
H1 Housing
C1 Community Facilities
C7 Educational and Pre-School Facilities
NE7 Development and Trees
BE1 Design of New Development
T1 Transport Demand
T3 Parking
T6 Pedestrians
T7 Cyclists
T18 Road Safety

National Planning Policy Framework

Planning History

There have been previous applications at the enquiry site, mainly relating to the redevelopment of the site to provide flats, although none relating to its use as a children's nursery. Details of the previous applications are summarised in the table below:

Reference	Description	Status
97/00616	Two storey rear extension and conversion of existing garage to residential accommodations	Permitted
05/01145	Erection of a 3 storey building comprising of three 1 bedroom flats and nine 2 bedroom flats together with associated parking	Application refused
05/03140	Erection of a three storey building comprising 9 two bedroom along with 3 one bedroom flats together with associated car parking.	Application refused
06/02662	Erection of three storey building comprising 10 two bedroom flats together with revised access on to Station Road	Application refused and dismissed at appeal
07/00395	Erection of three storey building comprising 8 x two bedroom flats and 1 four bedroom flat together with associated car parking	Application withdrawn

Conclusions

The main issues for consideration relate to the appropriateness of the proposed use in this location, its effect on neighbouring amenity, and its effect on general highways conditions in the surrounding area.

Taking local planning policies into consideration no objection is raised in principle in regard to the conversion of the existing dwelling to a children's nursery, since this would serve an identified need (justified, in part, by the Childcare Sufficiency Assessment accompanying the application). Accordingly, the proposed loss of housing stock could be supported in the context of Policy H1, and no objection is raised in principle to the proposed use.

In regard to residential amenity, the site is surrounded on all sides by residential properties with flatted development abutting the site along its eastern and western boundaries. In the case of the residential block to the east (No 14), the existing block projects some 4 metres beyond the rear elevation of the host building and, given the single storey form and depth of the proposed rear extension, it is not considered that this addition will lead to an adverse impact on the living conditions of that property. A wider separation is maintained between the subject property and the other neighbouring properties by way of the surrounding garden areas of the respective properties which provides something of a buffer. Although the use is likely to generate considerable activity, it is anticipated that most of this will be confined to within the nursery building, so it is highly unlikely that all of the 91 internees will utilise the children's play area at the rear of the site; furthermore, the use will be mainly be confined to weekday working hours. Nonetheless, in order to

limit potential noise to neighbouring properties, it is considered that sound screening along the boundary enclosures could be a potential condition requirement.

Turning to highways considerations, the site fronts Station Road which forms part of the A232 route. The road is relatively narrow and heavily used, and is unsuitable to on-street parking, meaning that the nearest on-street parking is along The Approach which is situated a short distance to the west of the site. The proposal incorporates a total of five off-street parking spaces.

Based on the number of proposed children and staff who could potentially be based at the nursery (stated to be 91 and 20 respectively), it is considered that the site would lack sufficient off-street parking to accommodate the associated parking demand, meaning that a high proportion of children travelling by car would have to be dropped off along surrounding roads. The Council's Highways engineers have expressed concerns that, as a result of the proposed numbers, more vehicles would enter the site than there are spaces available which could well hamper vehicles being able to turn around within the site. Reversing back to the highway would not be acceptable in this location. Whilst the applicant has offered to restrict the on-site parking exclusively to nursery staff only, in view of the particular characteristics of this location, including the nature of the surrounding highway network, and the traits and times of the proposed use, there remain concerns that parents dropping off/collecting children would not necessarily park within the available designated bays and as close as possible to the entrance of the site which could lead to a proliferation of parked cars within unsuitable locations. It is not considered that the Council would be able to exert sufficient control - either through parking enforcement, the proposed Travel Plan or planning enforcement - to resolve the potential problems this would cause.

In summary it is considered that the proposal is lacking in adequate on-site car parking and will be likely to lead to increased demand for on-street car parking in the surrounding area prejudicial to the free flow of traffic and conditions of general safety along the highway

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

RECOMMENDATION: APPLICATION BE REFUSED

The reason for refusal is:

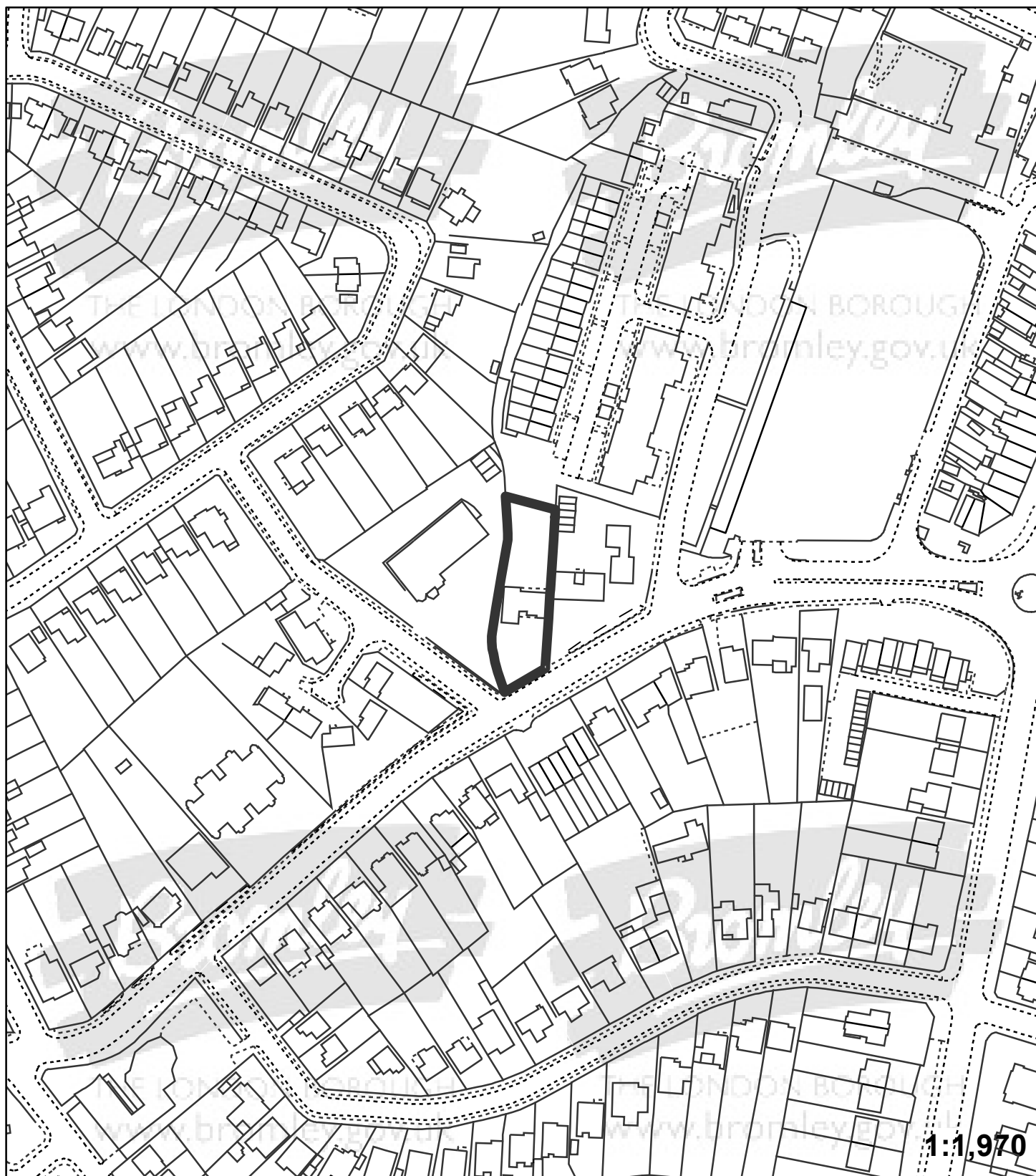
The proposal is lacking in adequate on-site car parking and will be likely to lead to increased demand for on-street car parking in the surrounding area prejudicial to the free flow of traffic and conditions of general safety along the highway, thereby contrary to Policy T18 of the Unitary Development Plan.

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Application:15/00082/FULL3

Address: 16 Station Road Orpington BR6 0SA

Proposal: Change of use from dwelling house (Class C3) to children's day nursery (Class D1), single storey rear extension and widening of existing vehicular access.



"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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Application No : 15/00842/FULL1

Ward:
Farnborough And Crofton

Address : The Princess Royal University Hospital
Farnborough Common Orpington BR6
8ND

OS Grid Ref: E: 543443 N: 165032

Applicant : King's College Hospital NHS
Foundation Trust

Objections : YES

Description of Development:

Erection of: a two storey office building to the north-western elevation of the main hospital for a temporary period of 3 years; a single storey Critical Care Unit to the south-eastern elevation; removal of two existing structures and erection of a two storey extension to the south-western elevation to provide an Urgent Care Centre; a two storey Medical Records Distribution building to the north-eastern boundary with Starts Hill Road; and a two storey extension to the northern elevation to provide a Medical Records Storage facility and provision of additional 97 car parking spaces with alterations to landscaping PART RETROSPECTIVE

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Local Distributor Roads
Smoke Control SCA 11

Proposal

Full planning permission is sought for:

- A two storey office building to the north-western elevation of the main hospital for a temporary period of 3 years. This has already been erected
- A single storey Critical Care Unit to the south-eastern elevation. This has already been erected
- A two storey extension to the south-western elevation to provide an Urgent Care Centre
- A two storey Medical Records Distribution building to the north-eastern boundary with Starts Hill Road. This has already been erected
- A two storey extension to the northern elevation to provide a Medical Records Storage facility
- Provision of additional 97 parking spaces with associated landscaping

The proposals represent an enlargement and improvement of the existing hospital activity in addition to a rationalisation under national legislation in relation to the medical records facilities. A total net increase of 70 staff is assumed by the applicant as result of the above proposed development and the re-location of services to and away from the existing site.

Members will note that the original application included a proposed five storey training building to the north-west of the site, this element has been withdrawn by the applicant.

Members will also note that two further documents have been submitted by the applicant at the request of Officers. These consist of a statement outlining the intended use of any vacated space within the existing hospital building submitted on 10th June and an addendum to the Transport Assessment submitted on 12th June in order to clarify the overall ramifications of such changes.

Location

The application site is situated at land bounded by Farnborough Common to the south, Wellbrook Road to the east and Starts Hill Road to the north. To the west the boundary is formed with the car park and buildings of Sainsbury's supermarket which is access in turn from Crofton Road.

Car parks are located to the north-east (for staff and servicing) and south-west (staff and visitors) of the main hospital building and accessed from Starts Hill Road and Farnborough Common respectively. Staff car parking is also provided to the north of the supermarket car park with a pedestrian access to the site at the north-western boundary.

Consultations

A total of 83 nearby owners/occupiers were notified of the application and 7 representations were received, of which 6 were in objection. These can be summarised as follows:

- As the majority of this application has already been erected, the increase in parking in Starts Hill Road has become intolerable
- Before more buildings are erected the parking situation needs to be addressed
- Valuable parking spaces have been taken up already with the erection of some buildings
- The medical records building to Starts Hill Road will remove privacy to the dwellings opposite and removes sunlight
- New buildings will increase traffic in rush hour
- Water already cascades between the rear gardens of Starts Close, please ensure this is addressed

The Oxleas NHS Foundation Trust objected on several grounds to the proposed five storey training centre, however as stated above this element of the application has been withdrawn and is therefore no longer under consideration.

Comments from Consultees

Highways

No objections are raised subject to conditions. As outlined in full in the relevant section below, it is considered that the number of spaces proposed would exceed those required by the development with the surplus further alleviating the existing parking situation.

TfL

The site of the proposed development is on the A21 Farnborough Common, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. The following comments are made:

- The footway and carriageway on the A21 Farnborough Common must not be blocked during the development at The Princess Royal University Hospital. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A21 Farnborough Common.
- All vehicles associated with the development at The Princess Royal University Hospital must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
- No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.
- TfL notes that the proposals will result in an increase by 60 staff as well as the provision of 97 additional car parking spaces.
- TfL requests clarification on the allocation of the additional 97 car parking spaces. TfL suggests the applicant reviews the proposed additional car parking spaces in line with the Travel Plans target of reducing car based travel to the hospital.
- As outlined in the Transport Statement the site currently holds 48 cycle parking spaces with further 20 spaces being currently delivered. Considering the applicant expects an uplift by 60 hospital staff as a result of the application, in line with the London Plan, a minimum of 12 long-stay and 20 short-stay spaces should be provided in addition to the existing spaces.
- The site will continue to be accessed via the existing pedestrian and vehicular accesses which is acceptable.
- TfL notes the levels of servicing at the site are not expected to change owing to the proposal.
- TfL requests that a Construction Logistics Plan (CLP), as referred to in the London Plan Policy 6.3, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by Bromley in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network

Further Responses

Landscaping: 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
- C1 Community Facilities
- C4 Health Facilities
- H9 Side Space
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

The application falls to be determined in accordance with the following policies of the London Plan 2015:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London Economy
- 2.8 Outer London: Transport
- 3.2 Improving health and Addressing Health Inequalities
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.17 Health and Social Care Facilities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods

- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

In addition to:

Accessible London: achieving an inclusive environment
The Mayor's Transport Strategy
Mayor's Climate Change Mitigation and Energy Strategy
Sustainable Design and Construction Supplementary Planning Guidance

The National Planning Policy Framework is also a material consideration, with which the above policies are considered to be in accordance. Sections 4 'Promoting sustainable transport'; 7 'Requiring good design'; 8 'Promoting healthy communities'; and 10 'meeting the challenge of climate change, flooding and coastal change' are of particular relevance.

The National Planning Policy Guidance (NPPG)

Planning History

The site has a large planning history and much of this is not considered relevant to the current proposals. The following is considered of relevance:

- 96/02831 Outline planning permission granted 18th November 1997 subject to legal agreement for the erection of the existing hospital, mental health unit and residential development
- 01/03902 Planning permission granted 23rd May 2002 for single storey extensions comprising 2 operating theatres and recovery rooms - Day Treatment Centre
- 05/01816 Planning permission granted 4th October 2005 for alterations to the internal courtyard elevation with re-formed roof to north-west part of main hospital building for additional in-patients accommodation comprising 29 single bedrooms
- 05/02505 Planning permission granted 1st September 2005 for a Detached two storey building for temporary kitchen and dining facilities, with link to main building for a period ending 31st October 2006. This building was located to the north-west of the site in approximately the same location as the currently proposed temporary office building.

Conclusions

The relevant planning considerations, assessed against the development plan are considered to be:

- Land use
- Design
- Amenities of nearby properties
- Highways impact

Analysis

Land Use

Policy C4 of the UDP states that health facilities within the Borough may require modernisation, reorganisation or expansion in order to meet Government requirements, the Council will liaise with relevant health organisations to support and enable development and the improvement of appropriate health care provision.

London Plan Policy 3.17 supports the provision of high quality health and social care appropriate for a growing and changing population.

The proposed buildings would be ancillary to the hospital site and provide facilities for the requirements to fulfil patient care. The medical records store is stated by the applicant to be a requirement by the Care and Quality Commission for improved provision in this area. There would be no change of use as a result of the development proposed and the nature of the buildings is consistent with the aims and intentions of the development plan.

The increase in car parking to meet an identified need would be located within the existing car park areas with landscaping alterations to facilitate this. The use of car parking would be ancillary to the hospital use.

As such it is not considered that the proposal is unacceptable in principle in land use terms subject to design, amenity and transport being considered acceptable.

Design, scale, appearance and impact upon neighbouring amenities

The NPPF emphasises good design as both a key aspect of sustainable development and being indivisible from good planning. Furthermore, paragraph 64 is clear that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings.

London Plan Policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with the surrounding land and improve people's access to social and community infrastructure, local shops, employment and training opportunities, commercial services and public transport. The design of new

buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.

Policy 7.4 requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape and should incorporate the highest quality materials and design appropriate to its context.

Temporary two storey office building (existing)

This element has been erected to the north-west of the site and as such an assessment can be made as to the precise impact of the development. The appearance of the building is typical of a temporary structure of this type and whilst the overall design of the building is at odds with that of the main hospital building, it is well screened within its location and does not have an adversely negative impact upon its setting.

The overall appearance of the building is unappealing, however the form, scale and footprint is suited to the temporary office use that it serves. As a permanent building it is considered that such a design would not be acceptable and that should the permanent retention of the building be sought within the timeframe of the period sought it is likely that this would be resisted in order to seek a more suitable and sympathetic solution that is better integrated into the main building or the site as a whole. However, given the temporary nature of the impact it is considered that the structure is acceptable.

Due to the location of the building there would be no impact upon resident's amenity or outlook and the character of the area is not considered to be harmed.

Critical Care Unit (existing)

This element has been erected to the south-east of the site and as such an assessment can be made as to the precise impact of the development. The building is single storey in nature and is connected to the main hospital to provide additional medical care provision. The extension is wheelchair accessible and it is considered that the overall design is in-keeping with the style of the host building with no adverse impact upon character or amenity. Although parking spaces will be lost, these are replaced elsewhere within the site.

Urgent Care Centre

This element is located to the southern elevation at the point where the main building adjoins the southern car park. The existing area comprises temporary single storey structures that are not considered to have any merit and adversely contrast against the vernacular of the site as a whole and the main hospital building in particular. Their removal is therefore encouraged.

The proposed building would be two storeys in height and modular in construction, the nature of the external materials should be provided by way of condition to allow an assessment on this point to be made. The structure itself would be relatively modest within the context and would serve to provide clinical care rooms, staff offices and replacement security rooms. It is therefore considered that the proposed building would be acceptable in this location with no adverse impact upon the host building, the character of the area or the amenities of any neighbouring residents.

Medical Records Distribution Building (existing)

This element has been erected to the north-east of the site and as such an assessment can be made as to the precise impact of the development.

It is considered that this element would have the most impact with regard to landscaping, character and residential amenity and outlook, although such impacts would be limited. The building adjoins Starts Hill Road to the north and is two storeys in nature, with a footpath to the vehicular access located just to the north. All access is located to the flank and car park facing elevations with no vehicular or pedestrian access possible to the north facing elevation onto the streetscene.

A separation of between 2m and 3m is maintained to the northern boundary which is served by mature vegetation. The building is relatively unobtrusive from within the car park which has no publicly accessible buildings or uses and is primarily an access road from the northern staff car to the southern car park. Such an arrangement would allow for efficient loading and unloading of records with little if any disturbance to the amenities of patients or those of residents located opposite on Starts Hill Road.

Concerns have been raised by residents as to the impact upon overlooking, however this boundary is well-served by mature planting that effectively screens the building for much of the streetscene and the windows to the northern elevation are to be obscurely glazed. It is therefore not considered that this element results in an unacceptable impact upon amenity or overlooking.

Medical Records Storage Facility

This element serves to infill an existing area to the north of the hospital building within an area currently used for servicing and deliveries. This is accessed by way of the undercroft and large overhanging element of the main building to that elevation.

The part one, part two storey design is considered to be subservient to the host building and will be largely out of view from the public realm, the overall impact

being considered neutral within the context of the site and the location of the development.

97 parking spaces with associated landscaping

The additional car parking will comprise 97 spaces across the site with the majority being located to the north-west to Farnborough Common (33), 30 spaces within the main car park and 21 spaces to the north east of the site to Starts Hill Road in addition to the existing 628 spaces. To facilitate this some alterations to landscaping are required, the most significant being at the north-west adjacent to Green Parks House Mental health Unit and to the south of the main car park abutting the service road that adjoins Wellbrook Road.

The loss of landscaping to these areas is not considered to fundamentally alter the character of the site or the nature of the originally approved landscaping arrangements from when the hospital was granted planning permission. Although additional parking would be created this would not be adjacent to any residential properties, and the alterations to the southern flank elevation of the Mental Health Unit are still screened by a degree of planting that serves to soften the impact of the built form and act as a division of uses through effective greening.

Design and amenity summary

It is considered that the proposal would be in-keeping with the pattern of development within the site without harming the character of the area or the amenities of neighbouring residents or patients and accords with the intentions of Policies BE1 of the UDP and Policies 7.1, 7.4 and 7.6 of the London Plan.

Transport and Parking

The site has a PTAL of 2 and it is considered that the development would broadly comply with the requirements of the London Plan and the Mayor's Housing SPG. This position is supported by the Council's Highway's officer and TfL and the provision proposed is considered to comply with London Plan Policies 6.9 and 6.13 as well as UDP Policies T3 and T7. The proposal is for 97 additional spaces in addition to the existing 628 and a further 5 will be disabled bays.

A Transport Statement (TS) was provided as part of the application. The proposed additional parking spaces feature one space on the eastern boundary, shown on drawing ref. 3124/PD4.4 A, within the new parking area that may be difficult to access. A new parking bay is shown partially blocking the gate to the area to the rear of the Summerlands Surgery (drawings ref. 3124/P04.4 A) and the gate itself does not appear to be shown in the right location and as a result one bay may need to be removed. Additionally, a further 2 spaces will have to go to allow manoeuvring from the proposed bays. As such the additional spaces achieved subject to these changes would be 93 as opposed to 97.

The submitted TS indicates that the temporary office accommodation will bring 60 additional staff to the site with the Medical Records facility a further 5 new staff. Surveys for the Travel Plan show that currently 65% of staff drive to the site and

the TS applied this factor to a potential 70 new staff providing a need for an additional 46 vehicles. This is far less than the proposed number of spaces forming this application.

When the new buildings are in place the staff would decant into them from the existing hospital. The additional information supplied indicate that the areas within the hospital from where staff are being relocated into the new units will be used for rationalising the existing uses and will not in themselves generate more staff or patients and therefore no additional trips. However, Members will note that the operation of the existing hospital, its staffing levels and internal layout do not form part of this planning application and such information is supplied only to inform the proposal as submitted by illustrating the nature of the overall project being undertaken by the applicant.

Consequently, from the information supplied there are enough new parking spaces provided to accommodate the proposed additional staff generated by the proposal even if the 65% modal split for car drivers is low or if all the additional staff drive. The majority of the staff are as a direct result of the temporary office building which would be subject to a condition restricting the building and its use for a period of three years, after which date the building would be removed and the use would cease. As such, although the impact of such staffing numbers has been demonstrated as acceptable, the majority of the impact is for a limited period. Whilst the applicant would be at liberty to apply for the permanent retention or replacement of this office building within or at the end of the three year period, this would be subject to a further assessment under a later planning application.

The A21 at Farnborough Common to the south of the site is part of the Transport for London Road Network and TfL have provided comments on the application. They have requested clarification of the use of the spaces and a review in line with Travel Plan targets to reduce car based travel to the hospital and such information has been provided. The site is within a low PTAL area (2) and already causes a high level of on-street parking in the surrounding streets. The provision of additional spaces beyond that expected to be utilised by this proposal alone may alleviate some of the pressure together with any measures proposed in the Travel Plan. The creation of further cycle spaces in line with the London Plan is secured by way of condition.

The new spaces are being provided within the existing staff parking areas and it has been stated that they will be used for staff through long-term permits. There is a need to be confident that there will be an uptake of permits so the new spaces are utilised and it is consider reasonable and necessary to attach a condition to allow further information to be submitted to evidence this uptake. Given that some of the buildings are already in place the spaces should be provided as soon as possible should permission be forthcoming.

For the reasons above it is considered that the proposed development would accord with London Plan Policies 6.9 and 6.13 and Policies T3 and T7 of the UDP.

Summary

It is considered that the various buildings would not harm the character of the hospital site, the area or the amenities of residents or patients either individually or cumulatively by way of their location, size, appearance or location. The additional car parking would be adequate for the permanent and temporary increase in staff resulting from the development contained within this application and the surplus spaces would contribute to the mitigation of parking issues at the site. The landscaping is not considered to result in a substantial loss of green space and would be acceptable within the context of the site.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 15/00842 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 10.06.2015 and 12.06.2015

RECOMMENDATION: PERMISSION

Subject to the following conditions:

Time Limit – Permanent

- 1 The Urgent Care Centre, Medical Records Storage Facility and provision of car parking and associated landscaping 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.

Time Limit – Temporary

- 2 The temporary office building hereby permitted shall be removed from the site and the permitted use shall cease on or before 3 years from the date of this decision and the site shall be reinstated to its previous condition and use within 3 months of the removal of the buildings.**

Reason: Section 91, Town and Country Planning Act 1990 and in the interests of the character and the visual amenities of the site in accordance with Policies BE1 of the Unitary Development Plan and Policies 7.1, 7.4 and 7.6 of the London Plan.

Plans

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

Site Plan

3124/PD1; 3124/PD05

Car Parking and Landscaping

3124/PD4.1 B; 3124/PD4.2 B; 3124/PD4.3 A; 3124/PD4.4 A;
3124/PD4.5 A

Medical Records Distribution Centre

3159/1/PD01 B; 3159/1/PD02 B; 3159/1/PD03 B; 3159/1/PD04 B;
3159/1/PD05 A

Medical Records Storage Facility

3122/SD00 REV A; 3122/SD01 REV B; 3122/SD02; 3122/SD03;
3122/SD04; 3122/SD05 A; 3122/SD06 A; 3122/SD07 A; 3122/SD08 A;
3122/SD09 A; 3122/SD10 A; 3122/SD11 A; 3122/SD12 REV A

Temporary Office Building

2903/8 016 B; 2903/8 020 B; 2903/8 021 B

Critical Decision Unit

3101/1/SD01; 3101/1/SD02 A; 3101/1/SD03 A; 3101/1/SD04;
3101/1/SD16 A

Urgent Care Centre

3128/1/PD0; 3128/1/PD01 A; 3128/1/PD02 A; 3128/1/PD03 A;
3128/1/PD04 A; 3128/1/PD06 A; 3128/1/PD07 C

Reason: In order to comply with Policies BE1 and C4 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area

Materials

- 4** Details of the materials to be used for the external surfaces for each of the buildings 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

Highways

- 5** Before commencement of the use of the land or building hereby permitted parking spaces 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 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 or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 6** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) consisting of a minimum of 12 long-stay and 20 short-stay spaces in addition to the existing spaces shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan, Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

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

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

- 8** Prior to the commencement of the use hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policy T2 of the Unitary Development Plan.

- 9 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.

- 10 Six months after the completion of the new parking layout, the applicant will provide to the Local Planning Authority details of the number of additional staff parking permits issued. If this is less than the number of spaces provided in this permission they will also include details of proposals to increase the take up of the staff parking permits to be agreed by the Local Planning Authority.**

Reason: In order to comply with Policy T3 of the Unitary Development Plan and in the interests of fully utilising the parking provision and reducing on street parking.

Application:15/00842/FULL1

Address: The Princess Royal University Hospital Farnborough Common
Orpington BR6 8ND

Proposal: Erection of: a two storey office building to the north-western elevation of the main hospital for a temporary period of 3 years; a single storey Critical Care Unit to the south-eastern elevation; removal of two existing structures and erection of a two storey extension to the south-



"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 : 15/01541/FULL1

Ward:
Copers Cope

Address : 32 Church Avenue Beckenham BR3 1DT

OS Grid Ref: E: 537344 N: 169598

Applicant : Mr Lennie OConnor

Objections : YES

Description of Development:

New dwellinghouse to the rear of No.32 Church Road

Key designations:

Areas of Archeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
London City Airport Safeguarding
London City Airport Safeguarding Birds
Locally Listed Building
Smoke Control SCA 12

Proposal

Planning permission is sought to erect a two storey three bedroom detached dwelling at the land rear of No.32 Church Avenue, Beckenham, set to the rear of No's 32-38 Church Avenue. The proposal is contemporary in design and would feature brickwork/lime mortar joints and vertical articulated timber cladding. The ground floor would comprise an open plan kitchen/diner, living room, playroom and garden room. Upstairs there are three bedrooms (one with an en-suite shower room) and the main family bathroom.

The application has been submitted with the following documents:

- Planning Statement
- Design & Access Statement
- Flood Risk Assessment
- Ecological Assessment
- Arboricultural Impact Assessment

The application also includes proposed site sectional drawings & photo montages which shows the proposed house in relation to the properties in Church Avenue and the permitted flattened scheme on an adjacent site.

Location

The application site is accessed via a shared access road which runs between No.32 and 34. The application site is adjacent to Urban Open Space (but does not itself form part of the designated land), is a site of Archaeological Significance and is also site within Flood Zone 2. The site is covered by TPO 740, it is a woodland order and covers a wide area to the rear of Church Avenue and The Drive, Beckenham.

Consultations

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

Support

- Great design & eco friendly
- Would give a secure buffer between the new flats and the properties on Church Avenue
- Innovative and creative design
- Minimal negative effect to the neighbours as cannot be seen from the street
- Will make a wonderful family home
- The design would fit in perfectly with the surroundings
- Makes a great use of the space
- The revision of the building to a one storey house above ground level is highly sympathetic
- The revised location of the garage additionally improves the outlook for the neighbouring properties by providing greater privacy Impressive proposal, I do not see how planning could be refused when blocks of flats have been built in a nearby plot
- It would be great if Bromley Council could support this development
- Would be a huge improvement to the local area

Objection

- Would be a cramped development
- Two previous applications have been refused and two appeals dismissed, this application should also be refused
- The scale of the development is still inappropriate
- The noise, fumes and disturbance from additional traffic will impact on the gardens of the adjoining neighbours
- It's an odd design principle to hide the house in the hill in this way
- The garden area for No.32 will be significantly shorter
- The applicant has destroyed a once loved area in pursuit of developing his land
- The land should be returned to a woodland. A planning application to fell trees on the site was part allowed and dismissed. The trees are of great concern.

- Out of keeping with the surrounding area. The development would be harmful to the general area's woodland character
- Difficult to see how a building can be constructed on the site with JCB's and cement able to access the site
- If the application is allowed it would set a dangerous precedent
- No.30 has a right of way across the driveway to access its garage, no formal consultation has taken place about this
- The proposed development does not provide adequate servicing of the site
- It is of great concern that the Monk's seat, which is of local historic importance is no longer visible in the garden
- The ecology report was conducted during the winter and is therefore inadequate The ecology report shows little consideration for wildlife.
- The development would be located 2m from the L&Q development
- The applicant has not publicised the application properly
- The site layout and orientation does not reflect the characteristics of the area
- There would be noise and disturbance and loss of amenity
- There is insufficient access for fire fighting appliances
- The area is a habitat for wildlife and protected trees would be damaged for the building
- The proposed house is out of architectural character and design with surrounding properties.

Detailed copies of all the letters of support and objection can be found on the file. The applicant carried out several consultation events and invited neighbours along to view plans for the proposed development. Some letter of support have been received from residents that do not live in the immediate vicinity.

Comments from Consultees

Trees & Landscaping - The site is covered by TPO 740 which is a woodland order covering a wide area to the rear of Church Avenue and The Drive. I have no objections to the proposal as outlined within the application, subject to the full implementation of Tree protection measures as described with the applicants arboricultural report and tree protection plan.

Highways - The proposal is accessed via a narrow access road approximately 2.8m wide leading to 2 car parking spaces which is acceptable in principle. There would clearly be an increase in private car traffic along the access but it is considered the likely scale of the increase in the use of the access itself would not result in harm.

However given the distance of the site from highway boundary and width of the access road, emergency/ service/ refuse vehicles would have difficulty servicing the site. The views of the emergency services and Waste Management team should be sought.

Environmental Health (Housing) - The applicant is advised to have regard to the Housing Act 1985's statutory space standards contained within Part X of the Act

and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating System under Part 1 of the Act.

Environmental Health (Pollution) - No objection is raised in principle, however, as the site lies within an Air Quality Management Area (AQMA) a condition relating to gas boiler emissions is suggested should permission be granted.

Drainage - Please note that the site is in Flood Zone3, therefore the EA need to be consulted. The site is in close proximity to the River Beck, so Flood Defence Consent may be needed from the EA. We are pleased to see that Green Roofs are being incorporated on the top of the roofs, we still would like to see other sud measures being considered.

Thames Water - On the basis of the information provided, Thames Water advise that there is no objection to the proposal. A condition relating to water pressure is advised should permission be granted.

Cleansing - No comments were received.

Environment Agency-

The development should be carried out in accordance with the approved Flood Risk Assessment (FRA) by Sustainable Homes and Gardens Ltd dated 17 February 2015.

The applicant should ensure that the flood resilient construction measures detailed on page 16 of the FRA are incorporated in the development.

The site is situated within Flood Zone 2 and is considered to be at medium flood risk. The proposed development is considered 'more vulnerable'.

Please note that the FRA states the site should be classed as Flood Zone 1, we would highlight that although it may be outside current modelled extents the flood zone categorisation takes into account historical flood events when assigning flood zones. This area in particular was subject to flooding in September 1968. It is because of this that the site is classified as flood zone 2.

As recommended within the FRA, residents should register with the Environment Agency's flood warning service, 'FloodLine', so that they may prepare themselves in case of a flood event. This can be done by calling 0845 988 1188 to register. We note the proposed flood evacuation plans and support safe dry access and egress to the site in a flood event. Any plans should be submitted to the LPA's Emergency Planning Department (EPD) for their suitability.

Please note that 'The Beck' which is designated as main river is situated to the rear of the property. The applicant should ensure that 8 metres is maintained between any works and the watercourse. The applicant should also ensure that that appropriate pollution prevention measures are applied during the works to ensure no pollution to the watercourse.

Informative Under the jurisdiction of the Environment Agency for its land drainage functions as stated within Water Resources Act 1991 and associated byelaws. Any works in, over, under or within eight metres of the top of bank will require consent from ourselves

Planning Considerations

The main UDP policies that are relevant for this application are as follows:

- o Policy BE1- Design of New Development
- o Policy H1 - Housing Supply
- o Policy H7 - Housing Density and Design
- o Policy H9 - Side Space
- o Policy NE3 - Nature Conservation and Development
- o Policy NE7- Development and Trees
- o Policy NE8 - Conservation and Management of Trees and Woodlands
- o Policy T3- Parking
- o Policy T18- Road Safety

London Plan policies

- o 3.3 Increasing housing supply
- o 3.4 Optimising housing potential
- o 3.5 Quality and design of housing developments
- o 3.8 Housing choice
- o 3.9 Mixed and balanced communities
- o 5.3 Sustainable Design and Construction
- o 5.12 Flood Risk Management
- o 5.13 Sustainable Drainage

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

Section 6 of the NPPF (Paragraph 53) states: "local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area."

Section 7 of the NPPF (Paragraph 56) states the Government attaches a great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF adds that: "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

Planning History

In 2013 under application ref: 13/01526/FULL1 a proposal for the development to create a new 3 bedroom house on land behind 32 Church Avenue, Beckenham was refused by Members for the following reasons:

"The proposal, by reason of its size and siting, would constitute an inappropriate form of backland development within a protected woodland, thereby contrary to Policies BE1, H7 and NE7 of the Unitary Development Plan."

"The proposed development does not provide adequate servicing of the site by all vehicles including service and emergency vehicles, contrary to Policy T17 of the Unitary Development Plan".

The Planning Inspectorate upheld the decision of the Council at an appeal hearing in January 2014.

In 2012 under application ref: 12/01303/FULL1 a proposal for the erection of a detached two storey four bedroom house with associated car parking and refuse and replacement garage for No. 30 at land rear of 32 Church Avenue was refused by Members for the following reasons:

"The proposal, by reason of its size and siting, would constitute an inappropriate form of backland development within a protected woodland, thereby contrary to Policies BE1, H7 and NE8 of the Unitary Development Plan.

The proposed development does not provide adequate servicing of the site, contrary to Policy T17 of the Unitary Development Plan".

The Planning Inspectorate upheld the decision of the Council at an appeal hearing in December 2012.

No.32 Church Avenue benefits from a loft extension (ref. 07/04004), a single storey rear extension (ref. 07/04304) and a raised deck and balustrade at the rear (ref. 10/02505).

Members will also recall that there is a long planning history to the adjacent site (Land Rear of 86 to 94 High Street Beckenham). The cases of most relevance are DC/11/01168, which permitted the extension of time for implementation of 04/02976 which was granted on appeal for a total of 38 flats, and DC/11/02100/FULL1 where a scheme for 44 flats was allowed by the Planning Inspectorate at appeal in July 2012.

Conclusions

The key issues in this case are:

- o Previous schemes
- o The principle of the redevelopment of the site
- o Design siting and layout
- o The impact on the amenity of neighbouring residents
- o The impact to the trees on the site
- o The impact on the public highway in terms of the alterations to the highway to form access to the development.
- o Flood Risk

Previous schemes

Regard must be had for the extent to which the grounds of refusal for the previous applications (ref: 13/01526 & ref: 12/01303/FULL1) - two decision's subsequently upheld at appeal - and whether the reasons have been addressed as part of this revised proposal.

Planning permission is sought once again for one new detached dwelling with integral garage. The design of the house is now L-shaped and is substantially different in terms of design from the previous scheme so that the house is now sunken into the hillside with a green roof. A double garage now lies at the end of the driveway and lies next door to the sliding front door. A landscaping scheme has been put forward including replacement tree planting.

Principle of the development

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

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Paragraph 8 of the 2014 Inspector's decision letter states "it would be in a sustainable location, close to local amenities and subject to compliance with the above considerations, even though the appeal site is covered by a TPO, I find residential development of this type proposed could be acceptable". The Inspector goes on in paragraph 9 to state "however, the proposed footprint, together with the hardsurfacing would span the full width of the northern end of the appeal site. It would appear cramped and have an urban feel. In addition, it would have limited space for planting."

The site is located adjacent to a recently completed residential scheme. In this location the Council will consider residential infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Members may consider given the design changes to the scheme that the provision of an additional dwelling on the land is acceptable in principle.

Design, Siting and Layout

Policy H7 of the UDP sets out criteria to assess whether new housing developments is appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements. Paragraph 4.39 of the UDP, one of the explanatory paragraphs to Policy H7, states "many residential areas are characterised by spacious rear gardens and well separated buildings". The Council will therefore resist proposals which would tend to undermine the character or which would be likely to result in detriment to the existing residential amenities.

Supplementary Planning Guidance No.2 (Residential Design Guidance) states "local context is of particular importance when adding new buildings to established areas. Building lines, spaces between buildings, means of enclosure and the use and location of garden or amenity space should all respect the character of the locality".

The design of the proposed new dwelling is wholly modern and comprises a green roof and integral garage. When compared in the context of the adjoining recently built L&Q development the proposed new development could be considered as being in-keeping with the character of the area and when viewed from the existing alleyway the height is relatively modest at 3m. The ground floor occupies a garden room, playroom, downstairs bathroom a kitchen/diner and a lounge. The first floor would provide the entrance level to the property via a sliding gate. The front door would open onto the entrance hall with adjacent study and have direct access to the terrace area. Three bedrooms, bathroom and an en-suite are provided on the upper level which will lead out onto a balcony area. Beyond this lies a garden and terrace area.

The proposed development would span the entire width of the site, with less than the minimum side space required to the flank boundaries, which would be contrary to Policy H9 (side space) of the UDP. The agent has provided proposed images of how the new house would look in the context of the immediate vicinity and the photo's illustrate the scale and mass of the building. Plate 2 illustrates that a section of the rear garden of No.32 would be lost to accommodate the new garage.

Impact to neighbours

With regards to the impact of the proposal upon the residential amenities of the adjacent properties, the proposed dwelling has been designed to minimise overlooking. The windows from the bedrooms and kitchen/diner and lounge will look out onto the lower garden and to this degree these rooms will not cause any overlooking and privacy will be maintained. There will however be a degree of overlooking and loss of privacy to the proposed garden room/playroom and study where the orientation looks towards the balconies on the south western elevation of the L&Q development. The bulk of the proposed house has been positioned behind the existing garage of No.30 Church Avenue, and the site sits lower than surrounding properties, which does mitigate its visual impact to some degree. Residents living along Church Avenue will be able to see the proposed development from the rear of their properties however because of the way the property has been designed (to appear single storey, with a sunken ground level) residents will see a dwelling with a garage and green roof.

At paragraph 18 of the previous Inspector's decision letter he concluded that the proposal would have an unacceptable affect the living conditions of the occupiers of No.30 Church Avenue with regard to outlook and noise and disturbance. Members will need to consider if the changes to the design and landscaping mitigation measures would adequately screen the new dwelling from the views of nearby residents, particularly No.30 and the new occupiers of the nearby L&Q development.

Trees

An Arboricultural Impact Report accompanies the application. All the onsite trees are subject to a Tree Preservation Order 1991 No.740 as a woodland order. The development results in the removal of several low quality trees which will be replaced. All other trees will be retained. New landscaping, planting and screening is proposed to minimise visual impacts to adjoining residents in particular located in the L&Q development next door. The Tree Officer raises no objections to removal of the two trees on site.

Access to the site

Access to the site is via the existing driveway between No.'s 32 & 34 Church Avenue. A new double garage is provided as part of the proposals with cycle storage and an integrated bin store. Concern was previously raised that the driveway could not be accessed by emergency vehicles in the case of a fire. The applicant has implemented a sprinkler system to overcome the need for fire engine access.

The Highways Officer raises no objections to the principle of the scheme and considered that the increase in traffic to the site would not result in harm.

A new integral garage is proposed which can accommodate two cars as opposed to a car desk that was proposed as part of the previous scheme.

Flood Risk

A Flood Risk Assessment was submitted as part of the application, it recommended the following:-

- The lower ground floor be tanked to a minimum of 33.50m (AOD)
- There should be no sleeping accommodation on the garden (lower level)
- Flood resilient construction techniques be considered in the detailed design of the Garden (lower) floor level
- A green roof be installed
- A SUDs scheme be considered
- The drainage system designed to manage a 1 in 100 year flood event
- Future occupants be advised to sign up for EA flood warnings

The Environment Agency were consulted as part of the consultation process. The Environment Agency stated that the applicant should ensure that the flood resilient construction measures detailed on page 16 of the FRA are incorporated in the development. No objections were raised to the principle of the development in this location.

Summary

Members need to consider if the provision of a new dwelling in this location would conflict with Policies BE1 and H7, resulting in a detrimental impact to the character of the area. The development does not comply with the Council's side space policy to maintain a 1m side space to flank elevations. Members will need to judge if the design changes are considered sufficient to make the development acceptable or whether the proposed development would still constitute an inappropriate form of backland development; resulting in a significant impact on the general amenities of local residents, and have a harmful impact on the character of the area.

With regards to the impact of the proposal upon the residential amenities of the adjacent properties, the proposed dwelling has been designed to minimise overlooking due to its orientation and sunken ground floor level. It may be considered that the impact to properties on Church Avenue is reduced but the new L&Q development may give rise to some loss of privacy and overlooking from several of the balconies. Members may feel that the landscaping scheme put forward by the applicant can mitigate any severe loss of amenity to the permitted flats at land rear of 86 to 94 High Street, Beckenham and the rear of properties in Church Avenue, particularly No.30. The single storey bulk of the proposed house has been positioned behind the existing garage of No.30 Church Avenue, and the

site sits lower than surrounding properties, which does mitigate its visual impact to some degree.

Background papers referred to during production of this report comprise all correspondence on file ref(s). DC/15/01541, DC/13/01526/FULL1 & 12/01303, excluding exempt information.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

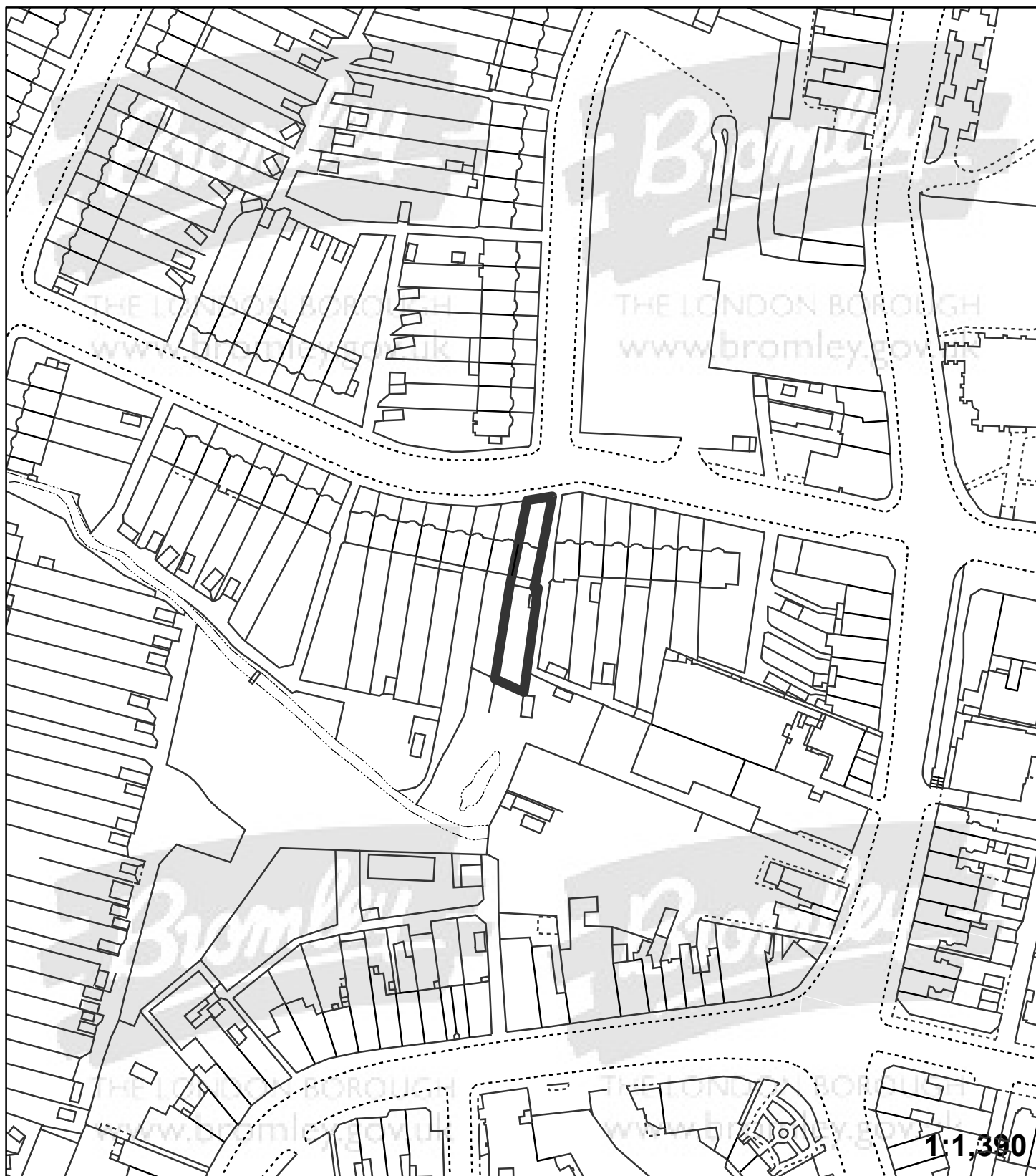
The proposal would be an overdevelopment of the site resulting in the loss of garden land and out of character with the locality thereby detrimental to the visual amenities, appearance and character, contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.

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Application:15/01541/FULL1

Address: 32 Church Avenue Beckenham BR3 1DT

Proposal: New dwellinghouse to the rear of No.32 Church Road



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

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SECTION '2' – Applications meriting special consideration

Application No : 15/01922/FULL6

Ward:
Petts Wood And Knoll

Address : 201 Chislehurst Road Orpington BR5
1NP

OS Grid Ref: E: 545472 N: 167605

Applicant : Mr J Yee

Objections : YES

Description of Development:

Detached single storey enclosure to jacuzzi
RETROSPECTIVE APPLICATION

Key designations:

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

Proposal

Retrospective planning permission is sought for the retention a detached single storey enclosure for a Jacuzzi. The structure measures 2.8m in height above the finished floor level of the patio and measures 6.1m in length and 3.3m in width. The structure has open sides with remote controlled blinds. The Applicant has also planted some potted bamboo screening between the enclosure and boundary fence with No.199.

Location

The application property is a two storey detached house set within a generous plot. The site is located within the Petts Wood Area of Residential Character.

Consultations

Comments from Local Residents

Nearby residents were notified of the proposal and the follow comments have been received.

- numerous applications, some of which granted retrospectively, resulting in sprawling of extensions in an ASRC

- Jacuzzi in an eyesore and noisy when in use
- drawings do not accurately show what has been built
- attempts made to cover the Jacuzzi with tubs of bamboo which contravene hedge heights
- wind blew all tubs down except on (02.06.15)
- construction in close to the boundary
- free standing structure can be easily transferred to the rear of the garden
- if allowed will entitle every property in ASRC to do the same
- concerns about golf practice net at rear of garden.

A full copy of the letter of objection and photographs can be viewed on the file.

Comments from Consultees

None

Planning Considerations

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

BE1 Design of New Development
 H8 Residential Extensions
 H10 Areas of Special Residential Character

Planning History

The planning history of the site is summarised as follows:

- 14/03737- Planning permission granted for a single storey rear extension
- 13/03056- Planning permission granted for a single storey rear extension
- 13/02325 and 08/02809- planning permission refused for an additional crossover but was allowed on appeal
- 09/02860- planning permission was granted for a first floor side and single storey rear extensions
- 98/02340- planning permission granted for a pergola and trellis
- 97/01568- planning permission granted for a single storey rear extension
- 96/01527- planning permission granted for a two storey rear extension
- 95/02223- a single storey side extension granted planning permission

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 property is a large detached property set within a generous sized plot. The application seeks to retain a single storey enclosure of a Jacuzzi in the rear garden. The enclosure has been constructed approximately 4.2m away from

the rear of the single storey extension granted under ref. 14/03737. Members will note that concerns have been raised by neighbour at No.199 which have been taken into account whilst assessing the current retrospective application. However, given the height of the structure (2.8m compared to 2.5m allowed under Part E of the GDPO) and its siting away from the existing building, Members may consider that the proposed enclosure would not have a detrimental impact upon the amenity of the adjacent properties to warrant the refusal of planning permission on this basis alone.

In terms of the impact of the ASRC, the enclosure is sited to the rear of the property and will not form part of the streetscene. Having had regard to the above Members may consider that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the ASRC.

Background papers referred to during production of this report comprise all correspondence on the file ref. 15/01922 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions: None

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Application:15/01922/FULL6

Address: 201 Chislehurst Road Orpington BR5 1NP

Proposal: Detached single storey enclosure to jacuzzi
RETROSPECTIVE APPLICATION



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

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

Application No : 15/02381/FULL6

Ward:
Darwin

Address : Stoneridge Silverstead Lane Westerham
TN16 2HY

OS Grid Ref: E: 545374 N: 156920

Applicant : Mr C Duffy

Objections : YES

Description of Development:

Two storey side extension and basement

Key designations:

Area of Outstanding Natural Beauty
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
London City Airport Safeguarding
Sites of Interest for Nat. Conservation

Proposal

The application seeks consent for the construction of a two storey side extension measuring 4.8m in width, 10.8m in length and projects 3.8m past the rear elevation of the dwelling. A subterranean basement is also proposed beneath the extension measuring 4.5m in width and 11m in length. The extension is proposed with matching materials and roof and window design, with the addition of a bi-folding door and is located upon the south-western elevation.

Location

The property is located in an isolated position and served by a single track lane; the land consists of 1.82 hectares of landscaped gardens and is surrounded by open countryside, with the nearest residential property being some distance away. The dwelling is located within the Green Belt and the Kent AONB.

Consultations

Comments from Local Residents

Nearby owners/occupiers were notified of the application however no comments have been forthcoming.

Comments from Consultees

No comments were received from Environmental Health (Pollution) at the time of writing the committee report, these will be reported to committee verbally.

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
- G1 The Green Belt
- G4 Dwellings in the Green Belt or on Metropolitan Open Land
- NE2 Development and Nature Conservation Sites
- NE7 Development and Trees
- NE11 Kent North Downs Area of Outstanding Beauty

Supplementary Planning Guidance 1 and 2

Kent AONB Management Strategy

The National Planning Policy Framework

Planning History

There is a substantial planning history with regards to this application of which the most relevant includes:

90/00976/FUL - Single storey side extension - Permitted

97/00746/FUL - Single storey rear extension and conservatory - Refused

10/01761/FULL6 - Part demolition of existing dwelling house, two storey side and front extensions, single storey rear extension. Roof and design alterations to form remodelled two storey dwelling house - Refused

10/03000/FULL6 - Part demolition of existing dwelling house, two storey side and front extensions. Roof and design alterations to form remodelled two storey dwelling house - Refused

11/02666/FULL6 - Part demolition of existing dwelling house, two storey front and side extensions, part one/two storey side extension, single storey rear extension to form a remodelled dwelling with two storey detached building at side - Refused (Allowed on appeal - APP/G5180/A/12/2167503)

Conclusions

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

Green Belt policy seeks to protect the openness within the Green Belt although this is not specifically defined, but can be taken to mean the absence of visible development. The effect of a development on the openness of the Green Belt is primarily a matter of its nature, scale, bulk and site coverage. That is to say its physical effect on the application site rather than any visual or other impact on its surroundings.

The principle of the two storey side extension has been established by the granting of planning permission under ref.15/01172. This application seeks the addition of a basement area below the permitted footprint of the previously approved extension, as well as minor alterations to the fenestration as approved and the introduction of an area of hardstanding to the south west elevation. The proposed basement would have approximately 51.84m² gross external floor area. The NPPF states that the extension or alteration of a building is appropriate provided that it does not result in disproportionate additions over and above the size of the original building; Policy G4 measures such materiality as being above 10% of the existing floor area, including any outbuildings within 5 metres.

In permitting application 15/01172, it was pertinent to look at the previous planning history of the site. Planning permission was granted in 1992 for a large extension to the original dwelling that was not in compliance with Green Belt policy G1 as it permitted an increase in floor space above the maximum threshold of 10%. Application 11/02666/FULL proposed the removal of the large 1992 extension, and the erection of several extensions, cumulatively smaller in floor space than previously developed, however still in excess of 10% of the floor space of the original dwelling which formed the main reason for refusal. At appeal the Inspector stated "The presence of the large extension, deemed acceptable by the Council in 1992, should not be overlooked or ignored"... ' I do not consider the net floor space created taking into account demolitions, could reasonably be regarded as disproportionate".

The decision of the Inspector to allow the appeal held considerable weight when considering the extensions proposed within application 15/01172. Whilst it was evident from the floorplans submitted that the increase in floor space contravened policy G1 as it was over 10% of the floor space of the original dwelling, due to the removal of the two storey outbuilding and two storey element to the side elevation of the property, it was no larger than that allowed by the Inspector. Considering this, it was concluded the additional floor space created as part of the proposal was not disproportionate when considered in the context of the previous approved

extensions to the property and those elements of the existing dwelling that will be demolished as part of this proposal.

The proposed extension was therefore granted planning permission at 97.6 square metres (facilitated by the demolition of 99.1 square metres inclusive of a two storey outbuilding and bay feature along the north east elevation).

In terms of the application currently submitted, which includes the addition of a basement floor, the proposed increase is clearly above the 10% threshold outlined in Policy G4 for extensions to dwellings within the Green Belt. However, the proposed basement would be contained within the footprint of the approved extension with the additional floorspace contained below ground level, and for non-habitable purposes. In this case, given that the basement would not extend beyond the footprint and has no impact on the open character of the surrounding locality, Members may agree that very special circumstances exist in this case to grant planning permission for the development, which is inappropriate by definition.

In terms of the changes in fenestration, none are considered to allow for actual or perceived overlooking of neighbouring properties, due to the stand alone nature of the site and the proximity to neighbouring properties. All windows and doors are considered, in so far as practical, matching to the existing dwelling with the bi-folding doors considered harmonious with the modern design of the property. Members may consider that the area of hardstanding to the south west elevation retains the openness of the land and does not detrimentally impact upon the Green Belt nor the Kent Downs AONB.

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, openness, or visual amenity of the Green Belt or Kent Downs AONB.

Background papers referred to during production of this report comprise all correspondence on file references, excluding exempt information.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 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 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.

- 4 The existing two storey outbuilding on the site shall be demolished and the site cleared within three months of the first occupation of the extension hereby permitted.**

In order to comply with Policy BE1 of the Unitary Development Plan and to prevent overdevelopment of the site

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

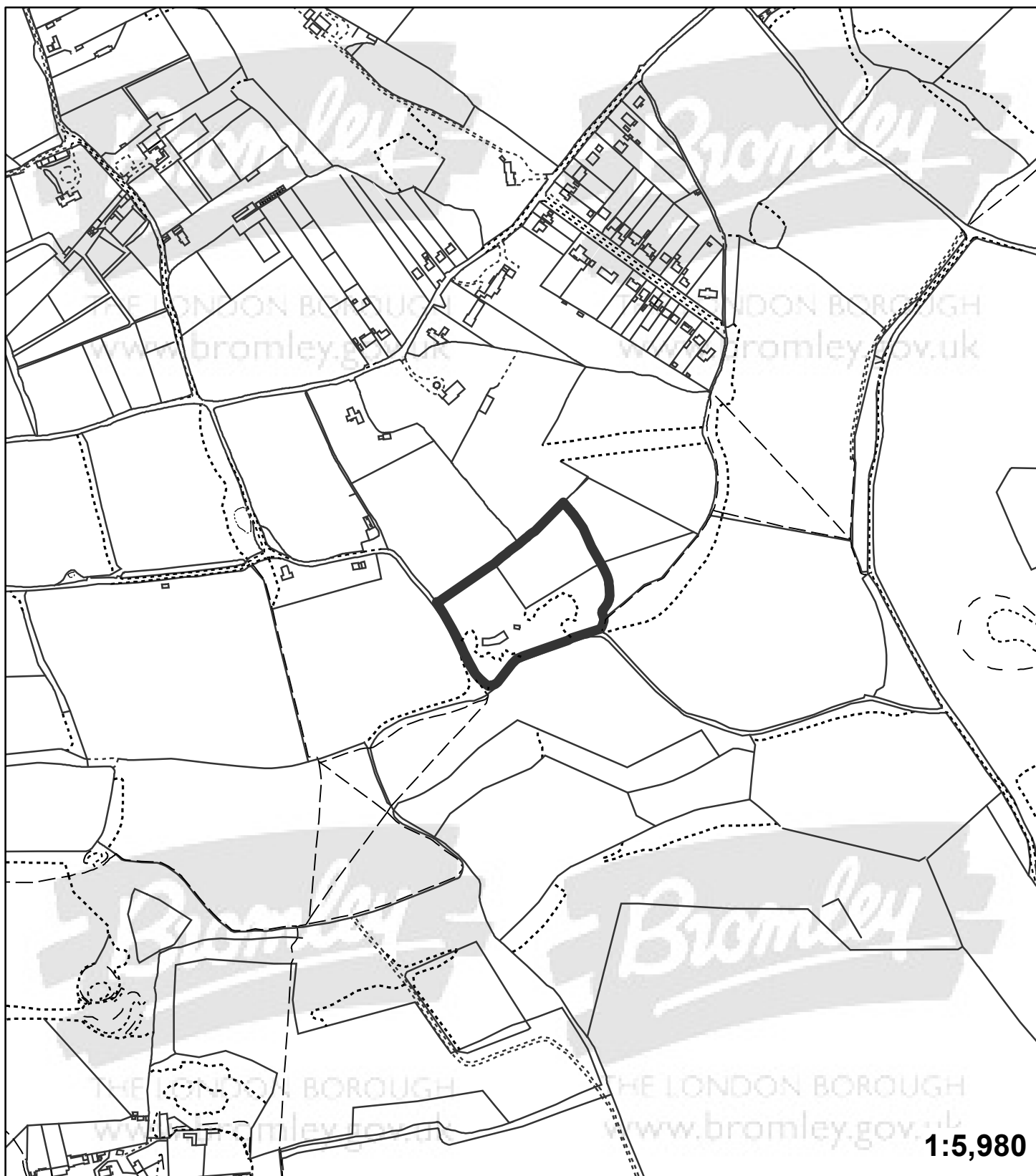
In order to comply with Policy BE1 of the Unitary Development Plan and to prevent the overdevelopment of the site.

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Application:15/02381/FULL6

Address: Stoneridge Silverstead Lane Westerham TN16 2HY

Proposal: Two storey side extension and basement



"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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