



THE LONDON BOROUGH
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DATE: 19 April 2016

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 28 APRIL 2016 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

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

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 3 MARCH 2016**
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SECTION 2 (Applications meriting special consideration)

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4.2	West Wickham	57 - 66	(16/00262/RECON) - 7 Barnfield Wood Close, Beckenham, BR3 6SY.
4.3	Bromley Town	67 - 74	(16/00367/FULL6)- 46 Ravensbourne Avenue, Bromley BR2 0BP
4.4	Penge and Cator	75 - 94	(16/00377/FULL1) - 2 Crampton Road, Penge SE20 7AT
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4.6	Mottingham and Chislehurst North	105 - 110	(16/00636/FULL6) - 233 Beaconsfield Road, Mottingham, SE9
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4.8	Copers Cope	117 - 122	(16/00689/FULL6) - 11 Brindlewick Gardens, Beckenham, BR3 1DG
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4.12	Petts Wood and Knoll Conservation Area	149 - 154	(16/00192/FULL1) - 5 Station Square, Petts Wood, Orpington, BR5 1LY
4.13	Orpington	155 - 160	(16/00538/FULL6) - 20 Bark Hart Road, Orpington, BR6 0QD
4.14	Hayes and Coney Hall	161 - 168	(16/00605/FULL6) - 1 Hayes Close, Hayes, Bromley, BR2 7BZ
4.15	Farnborough and Crofton	169 - 178	(16/00634/OUT) - 39 Oregon Square, Orpington BR6 8BH
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SECTION 4 (Applications recommended for refusal or disapproval of details)

Report No.	Ward	Page No.	Application Number and Address
4.17	Bromley Common and Keston Conservation Area	185 - 194	(16/01288/FULL5) Keston Village Hall, Heathfield Road, Keston, BR2 6BF

5 CONTRAVENTIONS AND OTHER ISSUES

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	NO REPORTS		

6 TREE PRESERVATION ORDERS

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6.1	Bromley Common and Keston	195 - 200	(16/00597/TPO) - The Lodge, Cowper Road, Bromley BR2 9RT

PLANS SUB-COMMITTEE NO. 1

Minutes of the meeting held at 7.00 pm on 3 March 2016

Present:

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Nicholas Bennett J.P., Katy Boughey,
Ian Dunn and Angela Page

Also Present:

Councillors Charles Rideout QPM CVO

23 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Bob Evans and Councillor Nicholas Bennett JP attended as his substitute. An apology for absence was received from Councillor Nicky Dykes.

24 DECLARATIONS OF INTEREST

Councillor Douglas Auld declared a Personal Interest in Item 8.1. He remained in the Chamber for the debate and vote.

25 CONFIRMATION OF MINUTES OF MEETING HELD ON 7 JANUARY 2016

RESOLVED that the Minutes of the meeting held on 7 January 2016 be confirmed.

26 PLANNING APPLICATIONS

SECTION 1

(Applications submitted by the London Borough of Bromley)

26.1 PLAISTOW AND SUNDRIDGE

(15/05658/ADV) - Parish School, 79 London Lane, Bromley, BR1 4HF

Description of application – Installation of non-illuminated signage to school access gates fronting Park Avenue.

THIS REPORT WAS WITHDRAWN BY THE CHIEF PLANNER.

SECTION 2

(Applications meriting special consideration)

**26.2
CRAY VALLEY EAST**

**(15/04202/PLUD) - Ruxley, Sandy Lane, Sidcup
DA14 5AH**

Description of application – Detached single storey building for parking and storage ancillary to the main dwelling. CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT.

THIS REPORT WAS WITHDRAWN BY THE APPLICANT.

**26.3
SHORTLANDS
CONSERVATION AREA**

**(15/04608/FULL1) - 28 Wickham Way, Beckenham,
BR3 3AF**

Description of application amended to read, 'Demolition of existing dwelling and erection of a 5 bed detached house with attached garage.'

This application was considered by Members of Plans Sub-Committee 3 on 4th February 2016, which resolved to approve the proposal subject to conditions. On the day of the meeting a loss of power had affected the Civic Centre's information and communication systems and it had been agreed that on restoration of the systems any late representations (although outside of the statutory consultation period) received that materially affected an application would be taken into consideration before a decision on that application was issued. It became apparent after the Sub-Committee that a local resident had attempted to send an email on the day of the meeting that had not been received. Accordingly the decision was not issued and the application reported back to this Sub-Committee. The Chief Planner's report and recommendation remained the same as that contained in the agenda for Plans Sub-Committee 3 on 4 February 2016 but with the additional late email objection summarised in the report.

Oral representations in objection to and in support of the application were received at the meeting. Comments from Ward Member, Councillor Mary Cooke, in objection to the application were reported. Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

26.4
WEST WICKHAM

(15/05035/FULL6) - 202 Langley Way, West Wickham, BR4 0DU

Description of application - Single storey detached outbuilding at land r/o 202 Langley Way for use as a dance practice studio for occupants of main house only.

Oral representations in support of the application were received at the meeting. It was reported that on page 33 of the Chief Planner's report, paragraph 4, should be amended to read:-

'It is also noted that a further application for a lawful development certificate for an 'outbuilding for use as a dance practice studio for occupants of main house only' was refused as the proposal did not constitute permitted development as it would not fall within the curtilage of the dwellinghouse and the use was not considered as a purpose incidental to the enjoyment of the dwellinghouse in relation to Class E of the GPDO.'

It was also reported that on page 34 of the Chief Planner's report, paragraph 4, should be amended to read:-

'A recent application for a lawful development certificate for an 'outbuilding for use as a dance practice studio for occupants of main house only' (ref: 15/02887/PLUD) was refused as the proposal did not constitute permitted development. This was due to two reasons; it would not fall within the curtilage of the dwellinghouse and the use was not considered as a purpose incidental to the enjoyment of the dwellinghouse in relation to Class E of the GPDO. This current application requires the Council to determine the application in relation to planning policy rather than a matter of whether it is "Permitted Development".'

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

26.5
HAYES AND CONEY HALL

(15/05474/FULL1) - Land Between 65 and 67 Cameron Road, Bromley

Description of application – Construction of a single storey building for use as a day nursery (Use Class D1) and associated access, parking, refuse storage and landscaping.

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

Councillor Nicholas Bennett JP was concerned that no arrangement had been put in place with regard to potential noise disturbance to adjacent residents at play times. In Councillor Charles Joel's opinion there was insufficient parking provision. The Chief Planner's Representative advised Members that a previous application had been refused that was subject to an appeal. The Planning Inspector dismissed the appeal but his concerns were narrow and a partial aware of costs was made. The Chief Planner's Representative further reminded Members to consider the guidance regarding the award of costs if the application was to be refused.

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

1. The proposed development, by reason of its design and in particular the proposed fencing will unduly impair the open nature of designated Urban Open Space contrary to Policy G8 of the Unitary Development Plan.
2. The proposal, by reason of the additional noise and disturbance associated with activities relating to the proposed use as a day nursery, will have an adverse impact on the residential amenities of occupants of nearby properties contrary to Policy BE1 of the Unitary Development Plan.
3. The proposal does not provide a suitable arrangement for the parking and turning of cars within the site resulting in unsatisfactory parking arrangements contrary to Policy T3 of the Unitary Development Plan.

**26.6
CHISLEHURST**

(15/05603/FULL6) - 45 Sandy Ridge, Chislehurst, BR7 5DP

Description of application – Two storey side/rear extension, partial hip to gable extension, rear dormer with juliet balcony and front rooflights.

Councillor Katy Boughey disagreed with the Chief Planner's recommendation and, in her opinion, the proposed development would impact the residential amenity and be contrary to the Unitary Development Plan Policies BE1 and H8.

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

1. The proposed alterations to the roof are considered to result in a bulky and overdominant

addition that would be detrimental to the streetscene and the visual amenities of the area; thereby contrary to policies H8 and BE1 of the Unitary Development Plan.

2. The proposed two storey extension, by reason of its design, bulk and rearward projection, would have an adverse impact on the residential amenities currently enjoyed by the occupants of the adjoining property, No.47 Sandy Ridge, contrary to Policies BE1 and H8 of the Unitary Development Plan.

**26.7
CRAY VALLEY EAST**

**(15/05646/TELECOM) - Land Opposite 27-33
Chelsfield Road, Orpington**

Description of application - Installation of 10m telecommunications mast and one ancillary equipment cabinet. Consultation by Vodafone and O2 regarding the need for prior approval for siting and appearance.

Oral representations in objection to the application were received at the meeting. It was reported that further objections to the application had been received together with objections from St Philomena's Catholic Primary School.

Councillors Angela Page and Douglas Auld were concerned that the proposed site was in close proximity to the School being an attractive green area with bungalows predominately nearby and additional street furniture would be detrimental to the local amenity. Councillor Page understood that the Council had undertaken to look at its Asset Register with a view to assist telecommunications companies with the siting of masts and equipment cabinets. Councillor Nicholas Bennett pointed out that residents wanted and needed good mobile reception and considered the site to be acceptable.

Members having considered the report, objections and representations, **RESOLVED that PRIOR APPROVAL BE REQUIRED AND REFUSED** for the following reason:-

1. The proposed mast, by reason of its height, siting and design, would represent an obtrusive and over-prominent feature in the street scene, out of character and detrimental to the visual and residential amenities of the area, contrary to Policy BE1 and BE22 of the Unitary Development.

**26.8
SHORTLANDS**

**(16/00300/TELCOM) - Land rear of 109 Hayes Way.
Hayes Lane, Beckenham**

Description of application – 12.5 replica telegraph pole telecommunications mast with equipment cabinet

sited on the pavement of Hayes Lane.
Consultation by Vodafone Ltd and Telefonica UK Ltd regarding the need for approval of siting and appearance of telecommunications apparatus.
AMENDED SITE LOCATION - LAND REAR OF 109 HAYES WAY.

It was reported that further objections to the application had been received.
Comments from Ward Member, Councillor Mary Cooke, in support of the application were reported. Councillor Charles Joel referred to technical information regarding the siting of masts and equipment. Councillor Joel's preference was for companies to site them in tree/wooded areas or back gardens. Councillor Nicholas Bennett supported the application.

Members having considered the report, objections and representations, **RESOLVED that PRIOR APPROVAL BE REQUIRED AND REFUSED** for the reason set out in the report of the Chief Planner.

SECTION 3

(Applications recommended for permission, approval or consent)

26.9 DARWIN CONSERVATION AREA

(15/04895/FULL1) - Trowmers, Luxted Road, Downe, Orpington BR6 7JS

Description of application – Detached two storey 4 bedroom dwelling with integral garage on land adjacent to Trowmers with vehicular access from Cudham Road.

Oral representations in support of the application were received at the meeting. It was reported that a further objections to the application had been received from Downe Residents' Association. Comments from Ward Member, Councillor Richard Scoates, in objection to the application were reported together with comments from Highways Division.

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.

**26.10
HAYES AND CONEY HALL**

(15/05216/FULL6) - 20 Hayes Garden, Bromley

Description of application – First Floor side extension.

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.

**26.11
PENGE AND CATOR**

(15/05284/FULL1) - 41 Croydon Road, Penge, London, SE20 7TJ

Description of application – Second floor side extension, roof and rear dormer extensions and conversion of attic to self-contained studio flat.

It was reported that the ordnance survey site map attached to the Chief Planner's report was incorrect and the site was the next door site.

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

**26.12
CRAY VALLEY WEST**

(15/05285/FULL1) - Havencroft, Sevenoaks Way, Orpington, BR5 3JE

Description of application – Demolition of existing dwellinghouse and construction of a replacement two storey five bedroom dwellinghouse (PART RETROSPECTIVE APPLICATION).

Oral representations in support of the application were received at the meeting. It was reported that the application site was adjacent to the Green Belt and not sited in the Green Belt as stated in the Chief Planner's report.

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.

**26.13
BICKLEY**

(15/05551/FULL6) - 11 Hartley Close, Bickley, Bromley, BR1 2TP

Description of application – Part one/two storey front extension with dormer and single storey side extension.

Members having considered the report and objections, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the

conditions set out in the report of the Chief Planner.

**26.14
HAYES AND CONEY HALL**

(15/05599/FULL6) - 193 Queensway, West Wickham, BR4 9DU

Description of application – First floor side/rear extension.

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

**26.15
MOTTINGHAM AND
CHISLEHURST NORTH**

(15/05647/TELCOM) - Land Opposite 1 Grove Park Road, Mottingham SE9 4NP

Description of application – Installation of 12.5m high telecommunications mast. Consultation by Cornerstone Telecommunications Infrastructure Ltd (CTIL) regarding the need for prior approval of siting and appearance.

Oral representations from Ward Member, Charles Rideout QPM CVO, and on behalf of his fellow Ward Member, Councillor David Cartwright, in objection to the application were received. The layout of the potential siting was inappropriate and accidents or near misses at the site were common and additional street furniture would reduce motorists' visibility. In Councillor Rideout's opinion a more suitable location had been offered but the telecommunications company had not taken this up due to technical reasons.

It was reported that the application had been amended by documents received on 11 February 2016. Comments received from Ward Member, Councillor David Cartwright, in objection to the application were reported and circulated to Members. It was reported that Highways Division had no objection to the application.

Members having considered the report, objections and representations, **RESOLVED that PRIOR APPROVAL BE REQUIRED AND REFUSED** for the following reasons:-

1. The proposed mast, by reason of its prominent location, height, siting and design, would represent an obtrusive and over-prominent feature in the street scene, out of character and detrimental to the visual and residential amenities of the area, contrary to

Policy BE1 and BE22 of the Unitary Development Plan.

**26.16
PETTS WOOD AND KNOLL**

(15/05656/FULL6) - 5 Novar Close, Orpington BR6 0XA

Description of application – Single storey side extension. Replacement garage with covered porch.

Oral representations in objection to the application were received at the meeting. It was reported that on page 137 of the Chief Planner's report the first sentence should be amended to read, 'The proposed single storey side extension would increase the width of the dwelling from 10.6m to 18.2m by using a 3.6m wide strip of adjoining land which is currently outside the ownership of the property, eroding the space to the side of the property.'

Ward Member, Councillor Douglas Auld, spoke in objection to the application. Councillor Auld's comments and the ordnance survey plan attached to the Chief Planner's report are attached as Minute Annex, Appendix 1, to these Minutes.

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

1. The proposed development, by reason of its length, height and prominent boundary location, will result in an overdevelopment of the site and the development will have an overbearing impact on the occupants of 16 Sequoia Gardens resulting in a loss of prospect, privacy, amenity and vista contrary to Policy BE1 of the Unitary Development Plan.

SECTION 4

(Applications recommended for refusal or disapproval of details)

**26.17
CHISLEHURST**

(15/05493/FULL6) - 78 Walden Road Chislehurst BR7 5DL

Description of application – Part 1/2 storey front, rear and side extensions. Conversion of garage into habitable room with elevational alterations.

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.

27 SUPPLEMENTARY AGENDA

27.1 PETTS WOOD AND KNOLL

**(15/05056/FULL6) - 67 Dale Wood Road,
Orpington, BR6 0BY**

Description of application - First floor rear extension.

Oral representations in objection to and in support of the application were received at the meeting. A plan had been received from the applicant and circulated to Members. Comments and photographs from Ward Member, Councillor Simon Fawthrop, in objection to the application were reported and circulated to Members and attached as Minute Annex, Appendix 2.

Ward Member, Councillor Douglas Auld, spoke in objection to the application. Councillor Auld's comments are attached as Minute Annex, Appendix 3 to these Minutes.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED**, without prejudice to any future consideration, **to seek a reduction in the height of the roof of the proposed extension.**

The Meeting ended at 8.50 pm

Chairman

MINUTE ANNEX

APPENDIX 1

London Borough of Bromley Plans Sub-Committee 1 – 3 March 2016

ITEM 4.16 – (15/0566FULL6) 5 Novar Close, Orpington BR6 0XA

COMMENTS RECEIVED AT THE MEETING FROM SUB-COMMITTEE AND WARD MEMBER, COUNCILLOR DOUGLAS AULD.

Madam Chairman,

May I draw your attention to what I believe is an error at the top of page 137 of the report. In the first line the proposal is said to be a two storey side extension. It is I hope a single storey extension being proposed.

The application is in two parts, the side extension and a replacement garage. I believe the garage replacement to be acceptable but I have reservations concerning the side extension.

On the small map on page 141, the southern boundary line of the dwelling at 5 Novar Close, (towards the bottom of the application site) is depicted as it is today. It is stated several times in the report that the proposed extension will occupy all of the existing side space up to the boundary and additionally extend a further 3.6 metres into a strip of adjoining land which currently forms part of the garden of 9 Irene Road, shown at the bottom right of the map. Presumably the intention is to purchase this additional land. Thus part of the proposed extension will be clearly visible from the rear of 16 Sequoia Gardens shown on the map below and to the left of the application site.

Neither does the map depict the very sharp rise in ground levels from the rear of 16 Sequoia Gardens, up to the proposed extension. This would make the proposed single storey side extension the equivalent of a two storey extension if the properties were on the same level and taking into account the already referred to change in boundary to accommodate the proposed extension, the rear first floor bedroom windows of 16 Sequoia Gardens would be on a level if not slightly lower than those of the extension.

I accept there is room to the southern flank of 5 Novar Close to have a single storey side extension but not to the additional 7.6 metres width being proposed which represents a 72% increase in the width of the whole property. This would be

obstructive and reduce the fairly open aspect currently enjoyed by the occupier of 16 Sequoia Gardens.

In terms of width I believe this to be an overdevelopment of the property at 5 Novar Gardens leading to dominance over the dwelling at 16 Sequoia Gardens, resulting in loss of amenities to the occupier of that property in terms of being overlooked with accompanying loss of privacy and loss of vista to the occupier of that address.

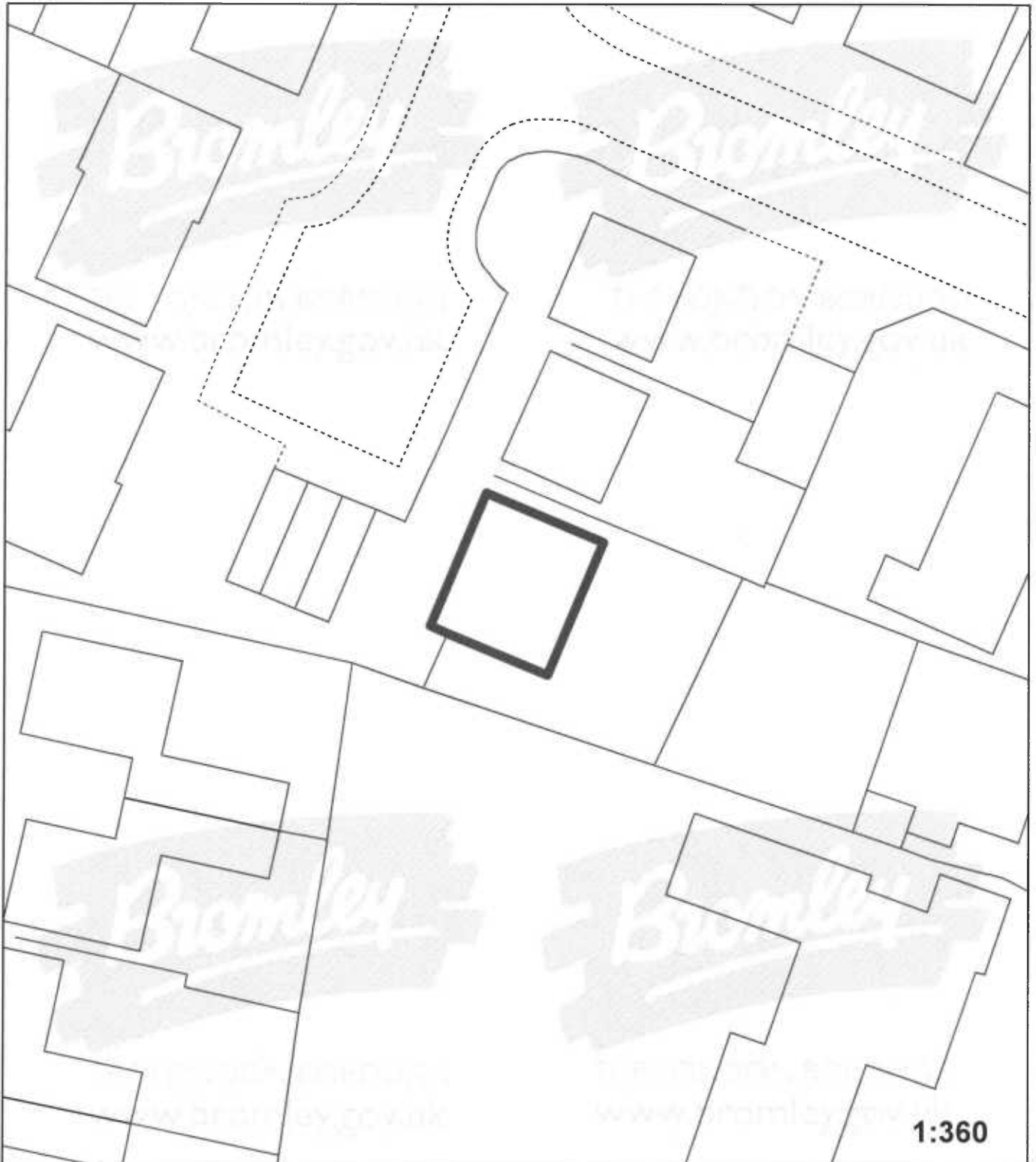
I propose that the application be refused.

Thank you.
Councillor Douglas Auld

Application:15/05656/FULL6

Address: 5 Novar Close Orpington BR6 0XA

Proposal: Single storey side extension. Replacment garage with covered porch.



"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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MINUTE ANNEX

APPENDIX 2

London Borough of Bromley Plans Sub-Committee 1 – 3 March 2016

ITEM SUPPLEMENTARY AGENDA S8.1 – (15/05056/FULL6)

67 Dale Wood Road, Orpington BR6 0BY

COMMENTS READ AND CIRCULATED AT THE MEETING FROM

WARD MEMBER, COUNCILLOR SIMON FAWTHROP.

The crux of this application is the impact it will have on the neighbours at 65 Dale Wood Road. The gardens in this case are roughly north facing.

As can be seen from the photographs the occupants of no. 65 already have impeded access to daylight due to the proximity of the existing development at no. 67.

In fairness to no. 67 the revised development for the extension is a huge improvement on the previous application being set back by half the width of the existing building. If this were of a flat roof variety of extension the impact whilst detrimental to the amenities of No. 65 would be substantially less than what is currently proposed. Unfortunately the pitched roof adds to the over shadowing at no. 65. Which is a shame because in design terms the pitched roof is more pleasing than a flat roof.

For a long time as members we have had to rely on our judgement to determine the impact of proposed developments on neighbouring properties due to overshadowing. With the link I have forwarded we are able to enter the post code and then a time of day to assess the shadowing impact of a proposed development. In this case I have taken a date of 21st March to assess the impact at midday on the equinox a time when if you like we can determine the average impact upon the amenities of no. 65.

If colleagues enter this date into a link attached to my email of 28 February 2016 they will see that the shadow is approximately 3 times the length of the extension. Making the overshadowing impact on no. 65. Substantial, this is in the main due to the height of the roof rather than the extension its self.

This leads to a conclusion that as it stands the proposal should be refused as being contrary to policy BE1.

If colleagues are not with me on this then at the very least the application should be deferred to seek a reduction in the roof slope, to reduce the impact of overshadowing on no. 65.

Regards

Simon Fawthrop





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MINUTE ANNEX

APPENDIX 3

London Borough of Bromley Plans Sub-Committee 1 – 3 March 2016

ITEM SUPPLEMENTARY AGENDA S8.1 – (15/05056/FULL6)

67 Dale Wood Road, Orpington BR6 0BY

COMMENTS RECEIVED AT THE MEETING FROM SUB-COMMITTEE AND WARD MEMBER, COUNCILLOR DOUGLAS AULD.

Madam Chairman,

This application was originally on the agenda for Sub-Committee 4 on 18 February but was deferred. On that basis my Ward colleague, Councillor Simon Fawthrop, visited the adjoining property at no. 65 as the occupiers of that house had concerns over the proposal in respect of further loss of sunlight and daylight into their rear lounge and onto their patio.

Following his visit, Councillor Fawthrop forwarded an email and photographs which are before you this evening. The contents of his email have been read.

On Tuesday I visited both nos 67 and 65 Dale Wood Road. Like Councillor Fawthrop I believe the current application is a vast improvement in that, at first floor level the width of the proposed extension has been reduced by 3.1 metres thereby increasing the space to the boundary to 5.58 metres at that level.

In concurring with Councillor Fawthrop I consider that the extension in this application in itself is acceptable but I saw for myself that the roof of the extension would still cause further shadowing and loss of light to the rear lounge and patio of no 65. The resident there stated the shadowing was at its worst in the winter months. In my opinion height and not width or depth is the difficulty.

The rear lounge of no. 65 is situated adjacent to the boundary of no. 67. It is lit by a flank window and by patio doors to the rear. Light from the flank window is almost totally obscured by the wall of a single storey garage, part of no. 67 which is about one metre from the flank window.

Due to the orientation of the houses, the direction of the sunlight and a single storey rear extension to no 67 permitted in 2005, there is already restricted light reaching the patio and the patio doors of no 65. In terms of light the lounge is already a dull room. Therefore anything which further impeded that light would be detrimental to the occupants of no 65.

In her report the planning officer states, (page 3, second paragraph), 'the proposal should not affect privacy or loss of light. Neither Councillor Fawthrop or myself agree as regards the loss of light.

There have been three previous applications for a first floor rear extension to no 67. As you will have noted from the report all three were refused by the Council. The last, early last year, went to Appeal. In dismissing the Appeal the Planning Inspector concluded that the proposed development would have a detrimental effect on the living conditions of the adjoining occupiers at no 65, in terms of loss of light and outlook and that the scheme would not accord with Unitary Development Policy BE1 in this regard. It is obvious the Inspector was partially concerned with loss of light.

This application goes a fair way to address the Inspector's concerns. However if it was to proceed as it is I would propose refusal on the grounds of loss of amenity (light) to the occupants of no 65. There may be a middle path if the applicant was to either substantially reduce the slope of the roof of the extension or to have a flat roof on it thereby reducing the height.

I move deferral to give the applicant the opportunity to consider amending the design of the roof with the objective of reducing the height.

Thank you

Councillor Douglas Auld

SECTION '2' – Applications meriting special consideration

Application No : 15/05237/FULL1

Ward:
Chislehurst

Address : Queen Mary House Manor Park Road
Chislehurst BR7 5PY

OS Grid Ref: E: 544587 N: 169860

Applicant : Your Life Management Services Ltd

Objections : YES

Description of Development:

Demolition of existing building and erection of three storey building comprising 52 assisted living extra care apartments (37 x 2 bed and 15 x 1 bed) (C2 use) including communal facilities, parking and landscaping.

Key designations:

Conservation Area: Chislehurst
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 16

Proposal

Planning permission is sought for the demolition of the existing 1960's building which comprises a part 2/part 3 storey 38 bed residential care home and replacement with a part 2/part 3 storey building which provides a total of 52 assisted living apartments. There will be 37 x 2 bed units and 15 x 1 bed units. A total of 141 habitable rooms will be provided.

The proposed building will be located towards the rear of the site with much of it closer to the boundary than the existing building and extending significantly further east of the existing building. There are 2 front 'wings' extending towards Manor Park Road.

The majority of the proposed building will be 3 storeys with 2 storey elements in the north west corner (facing properties in Walnut Tree Close) and in the north east corner (facing properties in St Pauls Cray Road and Manor Park Road).

Vehicular access to the site will be via the existing access adjacent to the western boundary. An existing vehicle access located centrally in the frontage will be removed and replaced with a pedestrian only access. To achieve 2 way vehicle movements, the western entrance will be widened to 4.8m.

In addition 44 car parking spaces will be provided along the western access road and the rear boundary. A separate secure and covered mobility and cycle store will be provided within the building envelope.

A recycling and refuse bin store will be provided within the north west corner of the building. A turning head in the internal access road will be provided in this corner of the site to enable refuse vehicles to come into the site to collect refuse and recycling, turn and leave in a forward direction.

Communal facilities will be provided on the ground floor including a communal lounge, wellness suite, a function room, a dining room and kitchen, guest suite, laundry, Managers office and administrative accommodation.

Private balconies are provided for many of the units and a mature planted landscaped area around the south and east of the site provides communal amenity space for residents.

A total of 25 individual trees, one group of trees and 2 areas of evergreen undergrowth will be removed. One further area of evergreen undergrowth will be removed but the 4 tree stems will remain. A landscaping plan has been submitted showing the replacement planting of a significant number of plants and standard and extra heavy standard trees with semi mature trees, particularly along the northern boundary and in the central frontage courtyard.

The applicant has submitted the following documents to support the application: Planning Statement, Design and Access Statement, Heritage Statement, Arboricultural Report, Highways Statement, Construction Method Statement, Site Investigation Report, Noise Impact Assessment, Archaeological Desk Based Assessment, Bat Survey, Phase 1 Habitat Report (Ecology Report), Topographical Survey, Site Investigation Report, Flood Risk Assessment, Drainage Report and Thames Water letter, Energy Statement, Draft Heads of Terms for S106 Agreement, Statement of Community Involvement.

Location

The 1.01 ha site is located on the north side of Manor Park Road close to the junction with St Paul's Cray Road and opposite Prince Consort Drive. The area is wholly residential in character.

To the north are large detached houses that front St Paul's Cray Road, the rear gardens of which adjoin the site. To the east are 2 detached houses, one of which is in St Paul's Cray Road and the other in Manor Park Road. To the south are detached houses on the opposite side of Manor Way at Prince Consort Drive and Bishop's Walk. To the west are detached houses in Manor Park Road and Walnut Tree Close.

The site lies within the Chislehurst Conservation Area but the building is not locally or statutory listed. There are listed buildings adjoining the north of the site at Chesil House (Grade II*), Cleaveland, Crayfield, Grange Cottage and Warren House (all Grade II) in St Paul's Cray Road and the Manor House complex (Grade II) opposite the site in Manor House Road.

Consultations

Comments from Local Residents

Nearby properties were notified and representations have been received.

There have been 7 letters of support for the development. Several objection letters, including The Chislehurst Society, have no objection to the principle of the proposed use but raise objections to other aspects of the development.

There have been letters of objection from the occupants of 16 properties which can be summarised as follows:

- o Overdevelopment of the site and more prominent in the street scene.
- o Footprint size of the building is increased by 72% which is excessive.
- o Height of the building is prominent. Suggested that a basement be constructed to take some development so reducing the height of the building.
- o Front of the building is closer to Manor Park Road than the existing building.
- o Proposed building of this size is totally out of character with the local area and surrounding buildings.
- o Loss of privacy for adjoining residents resulting from the proposed building being closer to adjoining boundaries and from new 3rd floor windows and balconies which directly overlook adjoining gardens and rear elevations.
- o Balconies have not been provided at Faulkner House, another McCarthy and Stone development nearby, so why are balconies needed at this site.
- o Existing peaceful setting for the listed properties will be lost.
- o The development does not preserve the setting of nearby listed buildings so is contrary to current legislation. There is not sufficient public benefit derived from the development to justify a departure from the duty to preserve the heritage assets.
- o Also increased noise and activity on the site and from the proposed building being closer to Manor Park Road will have an adverse impact on residents
- o Significant tree (many over 10m) and foliage cover in the front of the site is part of the character of this part of Chislehurst and the Chislehurst Conservation Area. Removal of 9 evergreen trees along the frontage will have adverse impact of the site, street view and outlook for residents. Some trees are lost to provide room on the site for this over large building.
- o Replacement trees are much smaller than trees being removed. More larger replacement tree should be provided.
- o Some trees are being lost or could be damaged to provide space for temporary construction buildings including the wheelwash - this is unacceptable.
- o Many of the trees to be retained are deciduous so provide limited screening.
- o Inconsistencies in amount of tree removal on different submitted plans
- o The removal and pruning of frontage trees would reduce current absorption levels of noise and this is not acceptable.
- o Manor Park Road is a busy and congested road at certain times of the day. An additional 44 car parking spaces will lead to greater traffic associated with the site that will add to congestion.
- o There will be an additional 104 residents (2 people per flat) and 17 staff and there is concern that 44 parking spaces for residents, visitors and staff is not

sufficient and will lead to parking on Manor Park Road adding to existing traffic and parking issues. This will also cause additional noise and nuisance for residents in this area.

- o The internal access road only has a few parking spaces along it at present. All of the proposed car parking spaces will be adjacent to residential boundaries and this will result in increased noise and loss of amenity for residents in these properties.
- o The vehicle access is very restricted and the internal turning circle is a concern
- o Refuse area is close to properties in Walnut Tree Close and is an environmental concern
- o The development should be reorientated eastwards away from properties in Walnut Trees Close
- o Concerns that residents views were not listened to at public meetings held by the developer at pre application consultation stage
- o The increase in the amount of development is to increase profit for the developer and this will be at the expense of residents
- o Query the need for more assisted living apartments in Chislehurst following the completion of Faulkner House - need more affordable housing and a greater age range of residents

A site notice was displayed at the premises and the deadline for comments expired on February 16th 2016 and a press advertisement was published on January 13th 2016 and expired on February 3rd 2016.

Comments from Consultees

The Council's Highways Officer raises no objections subject to relevant conditions.

The Council's Drainage Officer raises no objections subject to conditions.

The Council's Environmental Health Officer raises no objections subject to conditions.

Thames Water raise no objections subject to conditions and informatives.
The Metropolitan Police Crime Prevention Design Adviser raises no objection subject to relevant condition.

From an archaeological point of view, Historic England advise that there is no interest in the site.

The Advisory Panel for Conservation Areas welcomes the approach to use the site and the retention of the landscaping with its retention of mature trees but consider that the massing of the proposed building needs to be reduced.

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

From a heritage and design point of view, no objections are raised.

Planning Considerations

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

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

H1 Housing Supply
H2 Affordable Housing
H4 Supported Housing
H7 Housing Density and Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T7 Cyclists
T18 Road Safety
BE1 Design of New Developments
BE8 Statutory Listed Buildings
BE11 Conservation Areas
BE12 Demolition in Conservation Areas
BE14 Trees in Conservation Areas
NE7 Development and Trees
NE8 Conservation and Management of Trees and Woodland
C6 Residential Proposals for People with Particular Accommodation Requirements
ER7 Contaminated Land
IMP 1 Planning Obligations

Planning Obligations SPD

Affordable Housing SPD

Emerging Bromley Local Plan

A consultation on draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document . These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Full details of the Council's Local Development Scheme is available on the website
The most relevant emerging policies include
Draft Policies and Designations Policies (2014)

- 5.1 Housing supply
- 5.3 Housing design
- 5.4 Provision of affordable housing
- 5.8 Side Space
- 5.11 Specialist and Older Persons accommodation
- 6.1 Parking Community Facilities
- 7.1 Parking
- 7.2 Relieving Congestion
- 8.1 General design of development
- 8.7 Nature and trees
- 8.33 Statutory Listed Buildings
- 10.4 Sustainable Urban Drainage Systems
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy
- 11.1 Delivery and implementation of the Local Plan

Draft Allocation, further policies and designation document (Sept 2015)

There are no relevant policies in this document.

2. In strategic terms the most relevant London Plan 2015 policies include:

- 2.6 Outer London: vision and strategy
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.11 Affordable Housing Targets
- 3.12 Negotiating affordable housing in individual private residential schemes and mixed use schemes
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 6.9 Cycling
- 6.13 Parking
- 7.8 Heritage assets and archaeology
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

London Plan 2015 Annex 5: Specialist Housing for Older People

London Plan 2015 Annex 6: Definition of specialist accommodation for older people
Mayors Housing Supplementary Planning Guidance 2016
Housing Standards: Minor Alterations to the London Plan 2016
Parking Standards: Minor Alterations to the London Plan 2016

3. The National Planning Policy Framework 2012 (NPPF) is relevant, particularly Section 6: Delivering a wider choice of high quality homes, Section 7: Requiring good design and 211 - 216 (status of adopted and emerging policies).

Planning History

There is no relevant planning history for this site.

Conclusions

It is considered that the main planning issues relating to the proposed scheme are as follows:

- o Principle of Development
- o Impact on Heritage Assets and character of the area
- o Scale, Siting, Massing and Appearance
- o Standard of Accommodation and Amenity Space
- o Impact on Neighbour Amenity
- o Highways and Traffic Matters (including Cycle Parking and Refuse)
- o Trees and Landscaping
- o Other technical matters

Principle of Development

Loss of existing building

The existing building was constructed and opened in the mid 1960's. The design and appearance of the building is representative of that period and comprises a mixture of pitched and flat roofs over 2 and 3 storeys. The front and rear elevation include 'wings' that extend towards their respective boundaries. The building has been set towards the rear and the west of the site leaving open space to the south and east that has developed into a mature landscaped area supporting significant trees.

The applicant advises that the building is a poor example of 1960's architecture and does not include any interesting features. It is not protected as a heritage asset in itself. Nor does it contribute to the local architectural context of the site within the Chislehurst Conservation Area or the setting of numerous statutory and locally listed buildings around the site.

In policy terms the demolition of the existing building should be considered in the context of Policy BE12 of the Unitary Development Plan. The policy considers criteria for the removal of buildings that make a positive contribution to the conservation area. The policy goes on to state that 'Acceptable and detailed plans

for a replacement scheme will be required, even if it involves total or substantial demolition of an unlisted building in a conservation area that makes little or no contribution to the character and appearance of that area.' In addition the policy requires that 'A condition will be imposed on a planning permission granted, to ensure that demolition shall not take place until a contract for the carrying out of the development works has been made'

It is considered that the loss of the existing building would not result in harm to the character and appearance of the conservation area or lead to harm to the listed and locally listed buildings in the area. As such the demolition of the building is considered to be acceptable subject to the acceptability of the proposed development, which is discussed below.

Acceptability of the proposed use

It is considered that the current use of the building falls within Class C2 of the Use Classes Order 1987 which is defined as:

'Use for the provision of residential accommodation and care to people in need of care (other than a use within Class C3 (dwelling houses). Use as a hospital or nursing home. Use as a residential school, college or training centre.'

If the proposal results in the loss of a use or a building as a Class C2 use it is considered that the proposal would be contrary to Policy C1 of the Unitary Development Plan which seeks to retain community uses, including health and social uses unless there is no longer a need for the facility or alternative provision is made for the facility.

This section of the report now considers whether the proposed use as set out in the applicants Planning Statement and supporting information is a use that falls within Class C2 of the Use Classes Order.

The most relevant and up to date policy guidance relating to the provision of accommodation that falls within Class C2 is found in the adopted London Plan 2015 and the approved Housing Supplementary Planning Guidance March 2016.

Policy 3.8 of the London Plan highlights the need to take account of the need for housing choice, including the needs of older people in London.

The Housing SPG encourages local authorities to plan positively for specialist provision and address local and identified needs for specialist accommodation for older people. Self-contained housing for older people such as sheltered housing and extra care accommodation will have an important role in meeting London's housing need, particularly for private and intermediate sale. In addition the SPG recognises that 'net gains' in housing can be achieved by freeing-up existing homes for occupation, particularly under-occupied larger family-sized homes.

Furthermore the SPD goes on to suggest that a simple test as to whether a development is classed as C2 or C3 could be the 'front door' test where the provision of self-contained units with their own front door would usually be Class

C3. However account should be taken of the identified components of care and support and the level of communal facilities for residents such as those associated with Extra Care schemes where units may be provided with their own front door but are effectively a Class C2 use.

In the submitted Planning Statement, the applicant has provided a detailed analysis of the need for the provision of specialist housing for older people. This includes national, London-wide and London Borough of Bromley evidence as to the growth in the number of older people as a proportion of the overall population and the extent of specialist housing that is provided for this population group. The London Plan reiterates this point and has set an indicative strategic benchmark to inform local targets for specialist housing for older people 2015-2025. For Bromley the indicative benchmarks targets show a total requirement of 205 with 140 market units and 65 intermediate housing units.

To demonstrate the proposed use of the development, the applicant has submitted an Operation Management Plan setting out the following criteria for consideration:

- o McCarthy and Stone will use YourLife Management Services (YLMS) to manage the completed development and will be Managing Agent for the Lease.
- o YLMS is registered with the Care Quality Commission and is authorised to provide personal care to people in their own homes.
- o A condition restricting the age of the residents to over 70 years
- o The care requirements of all residents will be assessed using a Pre Purchase Assessment record.
- o Residents are required to sign up to a service charge which includes the maintenance and upkeep of the development and an element of basic assistance from staff. Further charges are made for care and assistance packages which would be informed by the Pre Purchase Assessment. The care needs are on ongoing concern and can then be tailored to an individual's requirements as they continue to live at the development.
- o The compulsory requirement for residents to be subject to a pre-occupation care needs assessment to identify domiciliary and personal care needs.
- o Communal facilities are included as integral to the development and are available to all residents.
- o The units will all be for market units for leasehold sale and no other tenure type
- o The Operational Management Plan advises that the development is staffed by between 14 and 17 staff over a 24 hr period, including an estate Manager, Duty Managers, a Night Manager and care and support workers.

The applicant advises that they are willing to enter into a planning obligation to secure the Class C2 use. The planning obligation will need to include provisions that ensure that the proposed building will be occupied and managed consistent with the Use Classes Order and that this can be secured through the leases assigned to occupiers. The Council expects that the clauses of the S106, together with relevant conditions, will replicate the obligations and clauses for a similar development in Portishead, Bristol where a Planning Inspector considered the clauses and obligations provided a suitable level of control to secure a Class C2

use. The Operation Management Plan and the Lease with residents will form the basis of the S106.

Subject to satisfactory clauses to secure the Class C2 use, it is considered that the use of the site for assisted living extra care apartments falls within Class C2 and, as such, is acceptable in principle.

S106 obligations

UDP Policy IMP3 seeks to mitigate against the impact of development, where appropriate. In this case the relevant contributions would be for affordable housing, health and a financial contribution for highway works.

Affordable Housing

Policy 3.8 of the London Plan supports boroughs in seeking the principles of affordable housing for a range of accommodation including Class C2. The benchmark targets for the provision of specialist accommodation for older people have been referred to above.

In the Submitted Planning Statement the applicant considers that the use of the proposed development would fall within Class C2 of the Use Classes Order 1987 and, as such, no affordable housing provision would be payable under Policy H2 of the UDP or Policy 3.8 of the London Plan.

Whilst the London Plan does support boroughs in seeking the application for principles for the provision of affordable housing for development that falls into Class C2, the Bromley UDP and the current version of the emerging Local Plan do not include policies which seek this specific provision.

At this time it is considered that there is not sufficient policy provision to seek affordable housing providing that measures to secure the use of the development for Class C2 can be included in the s106 legal agreement as discussed in the previous section.

Other S106 contributions

- o The applicant has confirmed that a health care contribution of £54,070 will be included in the S106.
- o The applicant has agreed to pay a financial contribution to secure works to the highway to stop up the existing eastern vehicle access and to widen the vehicle access and crossover at the western entrance.

Impact on Heritage Assets and Character and Appearance of the area

The applicant has submitted a detailed Heritage Statement to support the proposed development. The report puts the development into policy context for heritage assets and considers the impact of the development on the local historic landscape in the immediate area.

The report advises that the site lies within the Chislehurst Conservation Area and there are numerous statutory listed buildings nearby and immediately adjoining the site. There are listed buildings adjoining the north of the site at Chesil House (Grade II*), Cleaveland, Crayfield, Grange Cottage and Warren House (Grade II) in St Paul's Cray Road and the Manor House complex (Grade II) opposite the site in Manor House Road.

The report observes that there is limited inter-visibility between the existing building and the buildings around the site due to mature landscaping, with the exception of the western boundary where planting is limited and the existing building is visible. The report notes that the existing building is poor quality architecture and provides limited contribution to the wider character and appearance of the Chislehurst Conservation Area.

The report goes on to comment that the listed buildings to the north of the site relate primarily to St Paul's Cray for their setting and that the presence of mature vegetation in their gardens and on the boundary of Queen Mary House and the considerable separation distances between these buildings and the development site results in limited shared setting with the development site.

The report raises no objection to the demolition of the existing poor quality building and assessed the visual impact of the proposed building. It concludes that the design of the building has taken features and detailing from the surrounding area. Whilst using 2/3 storey cues from the existing buildings the height of the proposed building has been reduced where there is less boundary screening. The design introduces stepped facades and roof lines to reduce the overall mass of the building and is of significantly higher standard architectural quality.

In conclusion the report considers that the proposed development will have a positive impact on the character and appearance of the Conservation Area where it is visible and will have a neutral impact on the setting of the surrounding listed buildings.

The area is characterised by detached houses set in plots with good separation between buildings resulting in a spacious feel to the layout of the area. Apart from the church, the application site is the largest plot in this local area with significant space to the front and east of the site.

The proposal to provide one single building which is set back from the front boundary retains the open character of this site that is an important feature of this part of the conservation area. The significant set back from all of the boundaries also maintains a spacious setting for the new building.

The design includes a courtyard feature to the south elevation and this will be landscaped to enhance the mature landscaping that already exists and will be largely retained.

From a heritage and design point of view officers consider that the proposal represents a well-considered scheme and given the extensive landscaped area, the visual impact on the conservation area will be similar to the existing situation

and would not be harmful. The design is a considerable improvement to the existing building taking references from local architectural styles. There is more than adequate separation to the statutory listed buildings in St Paul's Cray Road. On this basis it is considered that the character and appearance of the conservation area is preserved.

Scale, Siting, Massing and Appearance

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

UDP Policies BE1, BE11, H7 and H9 and London Plan Policies 3.5, 7.4 and 7.6 set out specific policy requirements relating to the standard of residential development that is expected in the borough. In addition Policies BE8, BE9 and BE11 set out standards expected for development involving or related to listed and locally listed building and in and adjacent to conservation areas. These policies refer to the design of new development, the standard that the development is expected to meet and the impact on the amenities of future occupants of the development and occupants of nearby properties.

The proposed building will be significantly larger than the building that currently occupies the site. The applicant advises that the gross internal area (GIA) of the current building is 2334 square metres. The applicant proposes to add 1677 square metres (GIA) resulting in a building of 4011 square metres. This represents a 72% increase in the overall GIA of the existing building.

Footprint

To accommodate the proposed units the new building will relate to the footprint of the existing building as follows:

- o To the west the new building does not extend beyond the existing footprint.

- o To the north the new building extends between 5m and 10m closer to the boundary in places, with one part approximately 5m further back from the existing building.
- o To the south the new building will not project forward of the existing building where the existing and proposed overlap. The new eastward projection will mostly fall behind the existing building line.
- o To the east the new building will project approximately 38m to 41m beyond the footprint of the existing building introducing development into a previously undeveloped part of the site.

Height

In terms of the height, the existing building has a linear 3 storey element that runs through the centre of the building. To the front there are 2 storey forward projecting 'wings'. To the rear there is a 2 storey projecting wing and single storey elements that wrap around the north and west elevation.

The proposed building will be mostly full 3 storeys across the extent of the front elevation with 3 storey forward projecting 'wings' towards Manor Park Road.

In the north-west corner the new building will replace the existing single storey element facing Walnut Tree Close with a 2 storey element.

As the new building then extends eastwards, the building is initially 2 storeys rising to 3 storeys then reducing in height again so that some of this element is 2 storeys with rooms in the roof (to the rear of the boundary with Cleaveland, Warren House and Walton House and Chesil House) reducing again to 2 storeys (to the rear of Crayfield and Grange Cottage). This lower part broadly corresponds to the area that will be on the undeveloped garden and the higher part corresponds to the footprint of the existing building.

Distances to the boundary

The applicant has submitted a plan showing the separation of the proposed building to the corresponding boundaries.

To the west the 2 storey element will be between 13.9m and 17.2m to the boundary. The 3 storey element will be 13.2m to the boundary.

To the north the 3 storey element is set back approx. 15m from the rear boundary for its full length.

To the south the building is set back from the back edge of pavement by between 23m and 41m.

To the east the boundary separation is a minimum of 23.3m.

Design of the building

The proposed design for this new building picks up on a variety of architectural elements that are seen in the house types in this part of Chislehurst. Elements that are particularly important include the significant articulation of all of the elevations to break up the appearance of these long elevations especially to the north and south. This is achieved by incorporating projecting 'wings,' bay elements and corresponding set backs.

The elevational articulation results in breaks in the roofscape which is further broken up with varying roof heights, the use of pitched and flat roof elements, gable and hipped ends all of which vary the height at ridge and eaves level.

The windows will be a mixture of casement and sash windows and there will be double width, double height doors to provide access to balconies. The dormer windows will be of varying designs, some with flat roofs some pitched, some gable and some hipped.

The applicant has submitted detailed large scale drawings showing construction detail of the various elements referred to above to demonstrate that a high quality finish of this development can be achieved.

Materials

The applicant has provided a schedule and samples of materials that include red multi bricks and white render for the walls and mixed red tiles for the roof. The windows will be a mixture of white UPVC sash and casement windows with UPVC doors. The proposed balconies will be frameless glass with stainless steel fittings.

Brick arch detailing is shown to the top of the windows and there will be Portland stone cills.

In summary, it is considered that the increase in the footprint and height of the proposed building will not result in a building that is excessive in terms of its scale, bulk and mass. This is emphasised by the set back of the building from the road, the considerable separation that will remain between the building and the adjacent boundaries and the retention of much of the mature landscaped area between the proposed building and Manor Park Road. Furthermore it is considered that the design, appearance and proposed materials reflect many features of existing local area and would result in a high quality development on the site.

Standard of Accommodation and Amenity Space

Part 2 of the London Plan Housing SPD (March 2016) sets out detailed guidance for achieving a high quality design for all new development that will ensure that the needs of all Londoners are met at different stages of life. The standards that development must meet relate to unit size and layout, private and communal open space, designing out crime, circulation within the building and within individual units, wheelchair units, car parking, cycle parking, refuse and recycling facilities, privacy and dual aspect units. Other London Plan policies also provide guidance on noise, daylight and sunlight, air quality, climate change and mitigation, water

supply, flooding and ecology and these aspects are considered in other sections of this report.

New developments should provide a range of housing choices in terms of mix of housing sizes and types. The development proposes the provision of units with a mix of sizes namely 37 x 2 bed units and 15 x 1 bed units. As the development provides specialist housing there is no requirement for any family housing.

All new housing will be required to meet the standards set out in London Plan Policy 3.8 which has recently been amended and now seeks 90% of all new housing to meet Building Regulations 2010 M4(2) and 10% to achieve Building Regulations 2010 M4(3)(2)(b) for wheelchair accessible dwellings. This recently introduced standard has replaced the Lifetimes Homes and the GLA Wheelchair standards.

An accommodation schedule has been provided showing the size of each unit and this confirms that each flat accords with the space standard requirements set out in London Plan Policy 3.5.

The schedule also identifies 6 of the wheelchair units. Detailed plans have been provided demonstrating the proposed layout of each wheelchair unit. A condition is recommended to secure the provision of 6 wheelchair accessible units as part of the development.

In terms of the provision of communal and private amenity space all residents will have access to a 2.5ha private garden that surrounds the existing property. In terms of private amenity space, of the 52 units, 33 units have walkout balconies, 13 units have private patios and 6 have Juliet balconies.

The majority of the units are single aspect which is contrary to the requirements of the London Plan. In this case the north facing apartments are facing allotment gardens and will not be adversely affected by traffic noise. For the units facing south, there is a mature landscaped screen with mature trees and the nearest unit is set back between 28m and 55m from the back edge of pavement. Whilst this is not preferable the London Plan does allow for single aspects rooms where there is suitable outlook and a generous frontage.

Impact on Neighbour Amenity

The relevant UDP policy relating to the impact of development on the amenity of the residents of adjoining residential properties is Policy BE1: Design of New Development. In addition to the site coverage, height and massing, which have been discussed previously in this report, it is necessary to assess the impact of overlooking that may result in the loss of privacy, and the potential loss of daylight and sunlight to fully understand the impact of the proposed development on the amenity of occupants of adjoining residential properties

Loss of privacy

Concern has been raised by a number of local residents as to the potential loss of privacy that will arise from the increase in width and height of the proposed building.

Along the western boundary there are up to 7 existing bedroom windows overlooking the adjacent properties at first and second floor level.

The proposed building will be partly 2 storey and partly 3 storey in this location and there will be 4 higher level flats with habitable rooms facing west (3 flats at first floor level and 1 flat at second floor levels). The 2nd storey element is positioned so that 3 windows and 2 balconies will be overlooking the bottom of the gardens of Crayside (Manor Park Road) and 6 Walnut Tree Close. The 1st storey element, with 6 windows and 3 balconies, will be located opposite the garden of 6 Walnut Tree Close. The 2 storey element closest to 6 Walnut Tree Close will not have windows in the first or second floor levels.

The separation between the proposed building and this boundary ranges from 14.2m to 17.2m and the proposed building is located no closer to the boundary than the existing building. There is some vegetation along this western boundary with a mixture of coniferous hedge and deciduous trees. This will provide some screening when the trees are in leaf but there is limited screening during the winter months. Additional tree planting is shown along part of this boundary on the proposed landscaping plans to improve the level of screening.

Along the northern boundary the existing building has a limited number of habitable rooms facing the rear elevations of adjacent properties in St Paul's Cray Road. The proposed northern elevation will have considerably more windows, doors and balconies on the upper storeys and will be closer to the boundary but will still be located approximately 15m from the adjacent rear boundary. The proposed separation between existing and proposed habitable rooms ranges from 41.6m to over 70m. The boundary also has significant deciduous and coniferous screening trees.

The proposed floor layouts and elevations show that the greater number of windows in the north elevation are in locations where there is the greatest separation between existing and proposed buildings and where the deciduous screening vegetation is most prolific. The building has been reduced to 2 storeys at the rear of Cleaveland and Crayfield but the separation is still between 41m and 51m.

The landscape plans show that there will be infill tree planting along this boundary, including larger species, to help reduce overlooking in this northerly direction. The implementation of the landscaping scheme will be secured by condition.

Along the eastern boundary there are 5 secondary habitable rooms at first and second floor level facing The Pinfold in Manor Park Road and Goddington in St Paul's Cray Road. The separation between proposed habitable room windows and the boundary is a minimum of 23m and there is significant intervening mature vegetation much of which will be retained. This provides significant screening to both The Pinfold and Goddington

Along the southern boundary the property will be located mostly along the same line as the existing building albeit with a significant eastward projection. The forwardmost habitable room windows will be between 23m and 41m to properties on the other side of Manor Park Road with the remainder set along the line of the existing building.

In summary it is considered that there will not be a significant loss of privacy for properties on the north, east and southern elevations due to the considerable separation between habitable rooms and the adjacent boundaries.

With regard to the western boundary and taking account of the position of the proposed building that is no closer than the existing building and the presence of existing bedroom windows that already overlook the boundary and properties beyond, it is considered that there will be some limited additional overlooking but this is acceptable within the context described above and would not warrant a refusal of the application.

Loss of daylight and sunlight

Due to the significant separation between the proposed building and the relevant elevations of the nearest residential properties, it is considered that there will be no significant impact on the daylight and sunlight enjoyed by existing properties, such that planning permission could be refused on this basis.

Impact from noise relating to increased parking adjacent to the northern and western boundaries.

The applicant has submitted a Noise Impact Assessment to consider the impact of noise generated by the introduction of additional vehicle parking along the western and northern perimeter of the site. The report concludes that noise from car movements at the proposed site will be below existing ambient noise levels and is considered acceptable for existing occupants of neighbouring properties and future residents.

The Council's Environmental Health Officer has reviewed the report and concurs with the findings. Therefore it is considered that the development is acceptable in terms of the impact on the amenities of residents of adjoining properties from the use of the proposed car parking spaces.

Highways and Traffic Matters (including Cycle Parking and Refuse)

In policy terms, the relevant UDP policies are T2 (transport effects) and T18 (road safety). The London Plan policy 6.13 seeks provision for car parking and charging electric vehicles and policy 6.9 seeks suitable provision for cyclists. These policies seek to ensure that the projected level of traffic generation will not have an adverse impact on the surrounding road network, that the level of proposed car parking is sufficient to minimise any impact on nearby streets from off-site parking, that the provision of cycle parking is sufficient to meet the London Plan and that the layout of the vehicle access provides safe access to and from the site.

The applicant has submitted a Transport Statement and Parking Study with parking and travel data for similar sites. The existing trip generation has been calculated and estimates 70 trips generated over a 12 hour period. The proposed trip generation has utilised data from other similar McCarthy and Stone developments and estimates 105 trips over a 12 hour period with 8 trips at the AM peak time, 5 trips in the after school peak and 6 trips in the PM peak. The TS also refers to rates of car ownership in other similar developments and finds that the average car ownership is 0.24 per 1 bed unit and 0.57 for a 2 bed unit which results in a total requirement for 25 spaces for 52 flats. The other 19 spaces will be available for staff and visitors. The applicant advises that there will be between 14-17 full time equivalent staff serving the property at varying times over a 24 hour period.

The applicants report also advises that the existing western access will be upgraded to 2-way and the eastern access will become pedestrian only. The TS includes a drawing to show that a 2.4mx43m visibility splay can be provided in both directions. The report advises that the primary splay is partly obscured and that the Council has powers to deal with overgrown vegetation to permanently maintain adequate visibility.

Refuse and recycling will be collected from the rear of the site and a turning head has been provided for this purpose. To accommodate the turning area works to lift the crown of a foxglove tree (T5) are required and details are set out on landscaping plans.

The site is within a low (1b) PTAL area.

Residents have raised concerns about the impact of additional traffic on Manor Park Road particularly at peak times for work and school related traffic.

The Councils Highways Officer advises that the submitted information relating to the traffic generation from the proposed development demonstrates that the number of trips at both peak and off peak times will not have a significantly adverse impact on the highway network in this area.

It is considered that it is unlikely that there will be significant vehicle movements at peak times for Manor Park Road, due to the specialist nature of the proposed development.

As the applicant wishes to use the existing western entrance as an 'in and out' for vehicular traffic it is necessary to consider the provision of visibility splays in this location. It is possible to provide a visibility splay of 2.4 x 43m within the highway in both directions. However the splay in the primary direction is partially obstructed by foliage from a hedge that extends along the front boundary at Crayside. A maximum splay of approximately 2.4m x 37m can be provided taking account of the hedge. The Council has powers to deal with overgrown vegetation to permanently maintain adequate visibility and this could be enforced if the need arises. In addition the road has traffic calming measures and there are speed cushions close to the access which will reduce vehicle speeds.

With regard to the number of parking spaces proposed, the provision of 44 spaces for 52 units and associated staff and visitors, is considered within the requirements of the UDP and, as such, the development is unlikely to result in significant on-street vehicle parking.

With regard to refuse collection the proposed turning head meets the requirements to manoeuvre a refuse vehicle in this location. As previously stated the crown of 1 tree adjacent to 6 Walnut Tree Close will need to be raised to allow the vehicle to pass below and this is considered acceptable.

In summary, it is considered that the volume of traffic generated by the proposed use is unlikely to have an adverse impact on the operation of the local highway network.

Trees and Landscaping

The applicant has submitted a Tree Survey, a Tree Constraints Plan and a revised Tree Protection Plan. A Soft Landscaping Plan has also been submitted.

Policies BE11, BE14, NE7 and NE8 of the Unitary Development Plan provide policy guidance for the consideration of the impact of development on trees.

Policy BE11 relates to conservation areas and proposed development is expected to respect and complement the existing landscape and other features that contribute to the character, appearance or historic value of the area. BE14 specifically relates to trees in conservation areas and states that development will not be permitted if it will damage or lead to the loss of one or more trees unless removal of the trees is necessary in the interest of good arboricultural practice or the reason for the development outweighs the amenity value of the trees. Replacement native trees will be sought.

Policy NE7 requires new development to take particular account of existing trees on the site which, in the interests of visual amenity and wildlife habitat, are considered desirable to retain. Tree Preservation Orders will be used to protect trees of environmental importance and visual amenity. Where trees have to be felled, the Council will seek suitable replanting. Policy NE8 seeks to improve the amenity and conservation value of trees and woodlands and the Council will encourage appropriate beneficial management, appropriate new planting in suitable locations and promote public interest in and enjoyment of trees and woodlands.

Numerous trees will be removed from the site as follow;

- o A group of birch trees will be removed from the western boundary (G11),
- o 3 trees will be removed just to the north of the existing building (59,60,61),
- o Part of the evergreen undergrowth on the eastern side of the site will be removed but 4 individual stems will be retained (G47). Two individual trees will be removed (50 and 51),
- o Along the southern part of the site, facing Manor Park Road, part of the evergreen understorey will be removed (G27 and G38) along with 10 individual trees (16,24,25,26,28,29,31,35,36,37)

A detailed landscaping plan has been submitted showing the replacement planting of a significant number of standard and extra heavy standard trees, with semi mature trees along part of the northern boundary and in the front courtyard area.

The Council's Tree Officer has assessed the impact of the above development and considers that the revised plans take account of initial concerns raised about the original tree works. The retained trees would be adequately incorporated and protected as part of the scheme and the landscaping plan provides sufficient details of the species and size of tree planting. Such proposals are considered to be positive steps towards improving the management of the site in landscaping terms. There will be pressure for some clearance pruning but this is generally acceptable as the proposed building is situated on the edge of the canopy spread.

Conditions requiring compliance with the submitted plans for tree protection and landscaping are recommended.

Other technical matters

Ecology

An Extended Phase 1 Habitat Survey and Bat Absence/Presence Survey have been submitted. The Phase 1 report carried out in July 2015 concludes that a bat survey is required for the site and this was carried out in September 2015 and is presented in the Bat Absence/Presence Survey. The Phase 1 report also concludes that an Ecological Clerk of Works should inspect the site prior to demolition, the Rhododendron should be dealt with to stop spreading, works should take place outside the bird breeding season if possible and native species should be included in the landscaping scheme.

The Bat Absence/Presence Survey concludes that, after internal and external inspection the main building is classified as having low bat roost potential. The grounds are used for foraging by one species of bat. The report recommends the provision of 6 bat boxes will be included in the development.

In policy terms this report is assessed against Policy 7.19 of the London Plan which seeks a proactive approach to the protection, enhancement, promotion and management of biodiversity in support of the Mayor's Biodiversity Strategy. On the basis it is considered that the report does not find an ecological reason that the proposed development will have a detrimental impact on biodiversity.

A condition requiring the submission of measures to enhance the development to improve biodiversity has been recommended.

Sustainability and Energy

The applicant has submitted an Energy Statement which sets out measures to meet London Plan policies 5.2: Minimising carbon dioxide emissions and Policy 7.7: Renewable energy. The report concludes that the building construction will far exceed the minimum requirements of Part L of the Building Regulations.

In addition air source heat pumps and solar photovoltaic panels are the most suitable option for utilising renewable technologies.

The report concludes that the development will be able to meet the standard of providing 35% reduction in carbon emissions from renewable sources.

The report has been assessed and, in principle, the approach, methodology and outcome is acceptable and a condition has been recommended requiring the submission and approval of a detailed report in this respect.

Drainage and Sustainable Urban Drainage Systems

The site lies within Flood Zone 1. The applicant submitted a Flood Risk Assessment and a Strategic Drainage Report with the original submission and further amended and explanatory material.

The submitted information has been assessed by the Council's Drainage Officer. The proposals in these documents are considered acceptable to meet policy requirements in the London Policy 5.13 which requires development to utilise sustainable urban drainage systems and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close as possible to source in line with the drainage hierarchy.

A condition requiring compliance with the submitted plans and documents is recommended.

Contaminated Land

The applicant has submitted a Site Investigation Report which has been assessed by the Council's Environmental health Officer. No objections are raised subject to relevant conditions relating to the follow up requirements relating to land contamination and a condition requiring the submission of a Construction Logistics Plan.

Environmental Impact Assessment

The proposed development is Schedule 2 development (under paragraph 10(b) being an 'urban development project' with a site area of more than 1 hectare. Schedule 2 Paragraph 13(b) being and development that is more than 1 hectare that is urban development and which is not dwellinghouse development. Determination of whether an EIA is required is considered in relation to Schedule 3 of the Regulations, by virtue of factors such as its characteristics, location and the characteristics of potential impact. However the site is not within a sensitive area as defined by the Regulations.

Taking account of the selection criteria in Schedule 3 of the Regulations, the development would not be likely to have significant effects on the environment generating a need for an EIA by virtue of its nature, size, location or the characteristics of potential impact and is not 'EIA development.'

Mayoral Community Infrastructure Levy

The development will be liable for the payment of the mayoral CIL.

Summary

In summary the proposed development seeks to replace an existing building that previously provided 38 rooms in a traditional care home arrangement with a building that provides 52 assisted living extra care apartments, comprising one and two bedroom units with communal space, a compulsory service charge which includes access to all communal facilities and domiciliary and personal care. In addition all residents will be assessed for further care requirements by way of a pre-purchase assessment process and the level of care provided will depend on the individual level of care requirement of each resident.

The traditional care home falls within Class C2 of the Use Classes Order. The applicant seeks to retain this designation for the existing development and the applicant has submitted an Operation Management Plan setting out measures that the applicant offers to demonstrate that the use of the proposed building will fall under Class C2 and not Class C3 (dwelling house) of the Use Classes Order. In addition a draft S106 agreement has been submitted setting out some of the detailed definitions that are crucial to securing a Class C2 use for the site. The legal agreement will need to include provisions that ensure that the proposed building will be occupied and managed consistent with the Use Class C2 and that this can be secured through the leases assigned to future occupiers.

With regard to the impact of the development on the street scene and the character of the area, the site is currently occupied by a 2/3 storey building with a spacious setting typified by mature landscaped grounds. The proposed development will be significantly larger, particularly in terms of its width and height. Although there will be some management of the undergrowth and loss of numerous trees, the proposed 2/3 storey building will continue to be set back from the frontage and with mature landscaped grounds. This will provide a spacious setting for the building which will continue to contribute to the character and appearance of the area. In addition the design and appearance of the building will incorporate features that will add interest to the elevation and reflect aspects of the local character which will help to mitigate against the impact of the additional floorspace.

With regard to the impact of the development on the Chislehurst Conservation Area and the listed buildings adjoining the site, it is considered that, despite the increase in the size and height of the proposed building, it would not harm the setting of the listed buildings and would preserve the character and appearance of the conservation area for the reasons set out above.

The impact of the proposed building on the amenity of neighbours has been assessed and whilst it is accepted that the building will be larger and taller than the existing building, there are factors that will help mitigate the impact of the development on the amenity of existing residents. These include the retention of its mature, landscaped setting, the presence of boundary screening, proposals to

enhance the boundary screening, the careful positioning of proposed windows to minimise overlooking and the considerable separation between the building and many of the adjacent properties. In view of this, it is considered that the proposed building would not have such an adverse impact on the amenity of neighbours as to warrant refusal of the application.

From a highways point of view it is considered that the traffic generation associated with the use, the level and location of on-site car parking, the revised vehicle access arrangements and the refuse and recycling arrangements are acceptable and would have an adverse impact on the traffic network or the amenities of the occupants of nearby properties.

Taking all of these factors into account and subject to continuing negotiations regarding the measures to secure the site for Class C2 use, it is considered that the proposed development is acceptable, subject to the signing of a legal agreement to secure the Class C2 use, health contributions and highway works.

Background papers referred to during the production of this report comprise all correspondence on file ref: 15/05237, excluding exempt information.

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

and the following conditions:

**1 The development hereby permitted shall be begun before the expiration for 3 years from the date of the permission.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990**

**2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans and documents, as follows:
Plans**

**Existing: SE-2212-03-AC-001A; PP/3096/Chislehurst/F1A
PP/3096/Chislehurst/F2A; PP/3096/Chislehurst/F3; PP/3096/Chislehurst/F4**

**Proposed: SE-2212-03-AC-002C; SE-2212-03-AC- 003; SE-2212-03-AC-004B; SE-2212-03-AC-005C; SE-2212-03-AC-006D; SE-2212-03-AC-007B; SE-2212-03-AC-008B; SE-2212-03-AC-009C; SE-2212-03-AC-010C; SE-2212-03-AC-011D; SE-2212-03-AC-012D; SE-2212-03-AC-013A; SE-2212-03-AC-014A; SE-2212-03-AC-015A; SE-2212-03-AC-016A; SE-2212-03-AC-017A; SE-2212-03-AC-018A; SE-2212-03-AC- 019A; SE-2212-03-AC-020A; SE-2212-03-AC-021A; SE-2212-03-AC-022A; SE-2212-03-AC-023A; SE-2212-03-AC-024A; SE-2212-03-AC-025; SE-2212-03-AC-026; SE-2212-03-AC-030-039 inclusive; SE-2212-03-AC-050-057 inclusive
Levels; SE-2212-03-DE-008-Levels layout**

**Documents:
Planning Statement and Appendices
Design and Access Statement**

Transport Statement by Paul Basham Associated dated November 2015 and plan 047.0049.005

Construction Management Plan by McCarthy and Stone dated 14/402016 and amended Set Up Plan SE-2212-04-AC-001C

Heritage Statement by CgMs dated January 201

Archaeological Desk-Based Assessment by CgMs dated July 2015

Energy Statement by Focus dated Nov 2015

Arboricultural Report by Ian Keen ref AP/8913-RevA/WDC and plan tpp 8913/02 Rev B; landscaping plans SE-2212-04-LA-002; SE-2212-04-LA-004A; SE-2212-04-LA-005

Statement of Community Involvement by Focus dated October 2015

Extended Phase 1 Habitat Survey by Innovation Group Environmental Services dated 31.7.2015

Bat Presence/ Absence Survey by Innovation Group Environmental Services dated 23.9.15

Flood Risk Assessment by Conisbee dated 8.10.2015 plus amending emails dated January 8th and 11th 2016

Strategic Drainage Report by Conisbee dated 8.10.2015

Site Investigation Report by Crossfield dated August 2015

Noise Impact Assessment by 24Acoustics dated 24.11.2015

Reason: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with Policy BE1 of the Bromley Unitary Development Plan.

- 3 The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawing(s).**

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

- 4 No works associated with the demolition of the existing building shall take place until a legally binding contract of works has been signed for the commencement of the construction of the proposed building hereby approved. Details of the contract shall be submitted to and approved by the Local Planning Authority prior to the commencement of any demolition works.**

Reason: To comply with Policy BE12 of the Unitary Development Plan and in the interests of the character and appearance of the conservation area.

- 5 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

- 6 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 prior to the commencement of the development and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of the construction period and shall be removed within 3 months of the first occupation of the 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

- 7 No development shall commence on site, including demolition until such time as a Demolition and Construction Noise and Dust Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details and to the agreed timescale throughout the period of the works.

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

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

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

- 9 Before any work on site is commenced a site wide energy assessment and strategy for reducing carbon emissions shall be submitted and approved by the Local Planning Authority. The results of the strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 35% above the TER level required by the Building Regulations 2013. The development shall aim to achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final design, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2015.

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

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

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

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

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

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

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

REASON: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

11 Details and sample boards of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.

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

- 12 Prior to the commencement of development, including any demolition works, an Ecological Clerk of Works shall be appointed, at the applicants expense, to carry out a pre-site clearance inspection and the subsequent clearance of the site shall be carried out in accordance with the recommendations of a written Method statement to be submitted to and approved by the Local Planning Authority.
Reason: To accord with the requirements of the Extended Phase 1 Habitat Survey dated 31.7.15 and policy 7.19 of the London Plan and in the interests of improving and enhancing bio-diversity on the site.
- 13 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.
REASON: To ensure a satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.
- 14 Prior to the laying out of any of the external hard surfaces of the development, details and samples of materials shall be submitted to and approved by the Local Planning Authority and shall be implemented in accordance with the approved plans prior to the first occupation of any of the approved units.
Reason: In order to comply with Policy NE7 and BE1of the Unitary Development Plan and to ensure a visually satisfactory setting for the development.
- 15 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 as approved and shall be permanently retained thereafter.
Reason: In order to comply with Policy NE7 and BE1of the Unitary Development Plan and to ensure a visually satisfactory setting for the development.
- 16 Details of any external lighting within the application site shall be submitted to and approved by the Local Planning Authority prior to its installation. The lighting shall be designed to minimise light spill for foraging bats and be installed prior to first occupation of the use and in accordance with the approved details and permanently retained thereafter.
Reason: To comply with Policy BE1 of the Unitary Development Plan and to safeguard the visual appearance of the building and the area
- 17 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.

- 18 **A Service and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of any part of the development, and the Plan shall be implemented in accordance with the approved details and permanently retained thereafter.**
Reason: In order to comply with Policy BE1 and in the interest of the amenities of the future occupants of the development and the adjacent properties.
- 19 **Before any part of the development hereby permitted is first occupied details of parking for bicycles shall be submitted and approved by the Local Planning Authority and the approved facilities shall be permanently retained thereafter.**
Reason: In order to comply with Policy T7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.
- 20 **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
- 21 **Detailed plans of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate fumes and odours (and incorporating activated carbon filters where necessary) shall be submitted to the Local Planning Authority for approval prior to first occupation of the approved development; after the system has been approved in writing by the Authority, it shall be implemented in accordance with the approved details before the use hereby permitted first commences and shall thereafter be permanently retained in an efficient working manner.**

REASON: In order to comply with Policies S9 and ER9 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.
- 22 **Prior to the completion of the superstructure of the building, details of the provision of measures to encourage valued landscapes for bats, birds and reptiles in accordance with the Bat Emergence and Reptile Survey report dated August 2015 shall be submitted to and approved in writing by the Local Planning Authority and measures shall be carried out in accordance with the approved details prior to the first occupation of any of the units and permanently retained thereafter**
Reason: To accord with Policy NE5 of the Unitary Development Plan and Policy 7.19 of the London Plan 2015 and in the interest on improving biodiversity on the site

23 (i) the use of the apartments within the building hereby approved shall, at all times and unless otherwise agreed by the Local Planning Authority in writing, be used for the designed purpose of providing self-contained independent living units of accommodation for person or persons who, for the purpose of acquiring purchase or lease of any of the approved apartments, are contracted into a care package and who will have a minimum age of not less than 70 years of age as required by condition 24 of this permission. Furthermore the supporting staff and resources associated with the management of the site and the delivery and implementation of the individual care package(s) associated with the terms of the purchase and occupancy of each apartment, together with the occupants' permitted use of facilities provided within the approved building, shall be submitted to and approved by the Local Planning Authority prior to the first occupation of any of the units and shall be retained as such unless agreed in writing by the Local Planning Authority.

(ii) The building shall not be used or occupied for any other purpose (including equivalent provision in Class C2 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 or any equivalent provision, and notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015) no permitted changes of use shall occur, unless express written permission of the Local Planning Authority has been obtained.

Reason: The development is a form, density and type of accommodation which has been justified on the basis of meeting a defined need for this type of accommodation and this condition is required to ensure that the development is occupied and managed on this basis and to prevent the conversion of the property to other forms of residential accommodation which may not meet the specified need and which may have impact on the neighbouring uses and the character of the area and to comply with Policy 3.8 of the London Plan 2015 and Policy BE1 and T3 of the Bromley Unitary Development Plan.

24 The occupation of the apartments hereby approved shall at all times, and unless otherwise agreed by the Local Planning Authority in writing, be limited to a person aged 70 or over and any resident dependent who satisfies the requirements referred to in condition 23 of this permission. No other person shall occupy any of the approved apartments.

Reason: The development is a form, density and type of accommodation which has been justified on the basis of meeting a defined need for this type of accommodation and this condition is required to ensure that the development is occupied and managed on this basis and to prevent the conversion of the property to other forms of residential accommodation which may not meet the specified need and which may have impact on the neighbouring uses and the character of the area and to comply with Policy 3.8 of the London Plan 2015 and Policy BE1 and T3 of the Bromley Unitary Development Plan.

25 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(2) for the units identified in the Compliance Checklist marked as non-wheelchair compliant units and shall be retained permanently thereafter

Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure

that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 26 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(3) for the units identified in the Compliance Checklist marked as wheelchair units and shall be retained permanently thereafter.
Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.
- 27 Before first commencement of the use of the building hereby permitted parking spaces and turning spaces 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 (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on land indicated or in such a position as to preclude vehicular access to the said land.
Reason: In order to comply with Policies BE1 and T3 of the Unitary Development Plan and to avoid development without adequate parking provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and road safety.
- 28 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 BE1 and T18 of the Unitary Development Plan.
- 29 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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.
- 30 Prior to first occupation an electric vehicle charging point shall be provided to a minimum of 20% of car parking spaces and for all buggy parking spaces with a passive provision of electric charging capacity for an additional 20% of car parking spaces
Reason: To minimise the effect of the development on local air quality in the vicinity of an Air Quality Management Area and to accord with National Planning Policy Framework paragraph 124 and Policies 6.13 and 7.14 of the London Plan 2015.
- 31 Other than structures shown on the approved plans, no other additional structures, including water tanks, plant and lift rooms shall be erected upon the roof(s) of the approved building without the written approval of the Local Planning Authority.

Reason: To comply with Policy BE1 of the Unitary Development Plan and to safeguard the visual appearance of the building and the area

- 32 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(Order) 2015, or any future re-enactment of that Order, no satellite dishes, telecommunications masts or equipment or associated structures, shall be installed on the building without the prior written approval of the Local Planning Authority.**

Reason: To comply with Policy BE1 of the Unitary Development Plan and to safeguard the visual appearance of the building and the area.

- 33 The development permitted by this planning permission shall be carried out in accordance with the surface water drainage scheme for the site set out in the Flood Risk Assessment (Rev 2) by Conisbee dated 8th October 2015, the Strategic Drainage Report (Rev3) by Conisbee dated October 8th 2015, revised drawings entitled Existing Drainage, Soakaway tests, Thames Water records received by email on January 8th 2016 and email from Jean Benard dated January 11th 2016 confirming soakaway capacity of 100 sq metres. The development shall be implemented in accordance with the approved documents and plans prior to the first use of the development and shall be maintained in operational order permanently thereafter.**

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

- 34 The development shall be implemented in accordance with the Arboricultural Report/Tree Protection Plan (tpp 8913/02 Rev B) submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.**

REASON: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

- 35 The landscaping scheme, including replacement and new tree planting, as shown on the submitted drawings shall be carried out in accordance with the details approved on plan SE-2212-04-LA-002; SE-2212-04-LA-004A; SE-2212-04-LA-005 and 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 a 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.

- 36 The applicant should ensure that storm waters are attenuated or regulated into the receiving public network through on and off site storage. When it is proposed to connect to a combined sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.**

Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Reason: In the interests of the protection of the sewerage system and to comply with Policy 5.14 of the London Plan.

- 37 No impact piling shall take place until a piling impact method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the team of the approved piling statement

Reason: In the interests of the protection of the sewerage system and to comply with Policy 5.14 of the London Plan.

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 in Part2, 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 this site and/or take action to recover the debt.
Further information about the Levy can be found on the attached information note and the Bromley website www.bromley.gov.uk/CIL.
- 2 You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email address.management@bromley.gov.uk regarding Street Naming and Numbering
- 3 You are encouraged to use security products particularly for doors and windows that have been tested and accredited by the UKAS (Notified Body). Design guidance documents can be found on the website www.securedbydesign.com.
- 4 Regarding the condition concerning provision of a ventilation system, the Planning Division have prepared a technical guidance note; This covers specification of -
 - the canopy or slot hood over fume generated equipment, which should be fitted with a readily cleanable grease filter
 - coarse and fine pre-filters
 - an insulated carbon filter unit

- installation of the system (including fan(s)) to prevent transmission of noise and vibration onto adjacent premises.

It is suggested that you may wish to seek advice from the Council's Environmental Services Division, though when you have finalised the details of the system they should be sent to the Planning Division, if possible for the attention of the planner dealing with the planning application. The Council will be concerned that the ventilation system does not have a detrimental impact on the appearance of the building and the area generally. You are advised not to install it prior to Council approval and you should ensure that you have the agreement of any other landowners or tenants onto whose property the system will be attached.

A copy of the technical guidance note can be obtained from the Development Control Section at the Civic Centre. Please write to the Planning Division at the Civic Centre, telephone 020 8313 4956 or email planning@bromley.gov.uk

- 5 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewerage flooding and pollution to local watercourses
- 6 Thames Water aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9litres/minute at the point where it leaves Thames Water pipes. The developer shall take account of this minimum pressure aim the design of the proposed development.
- 7 Thames Water recommend that all petrol/oil interceptor be fitted to all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

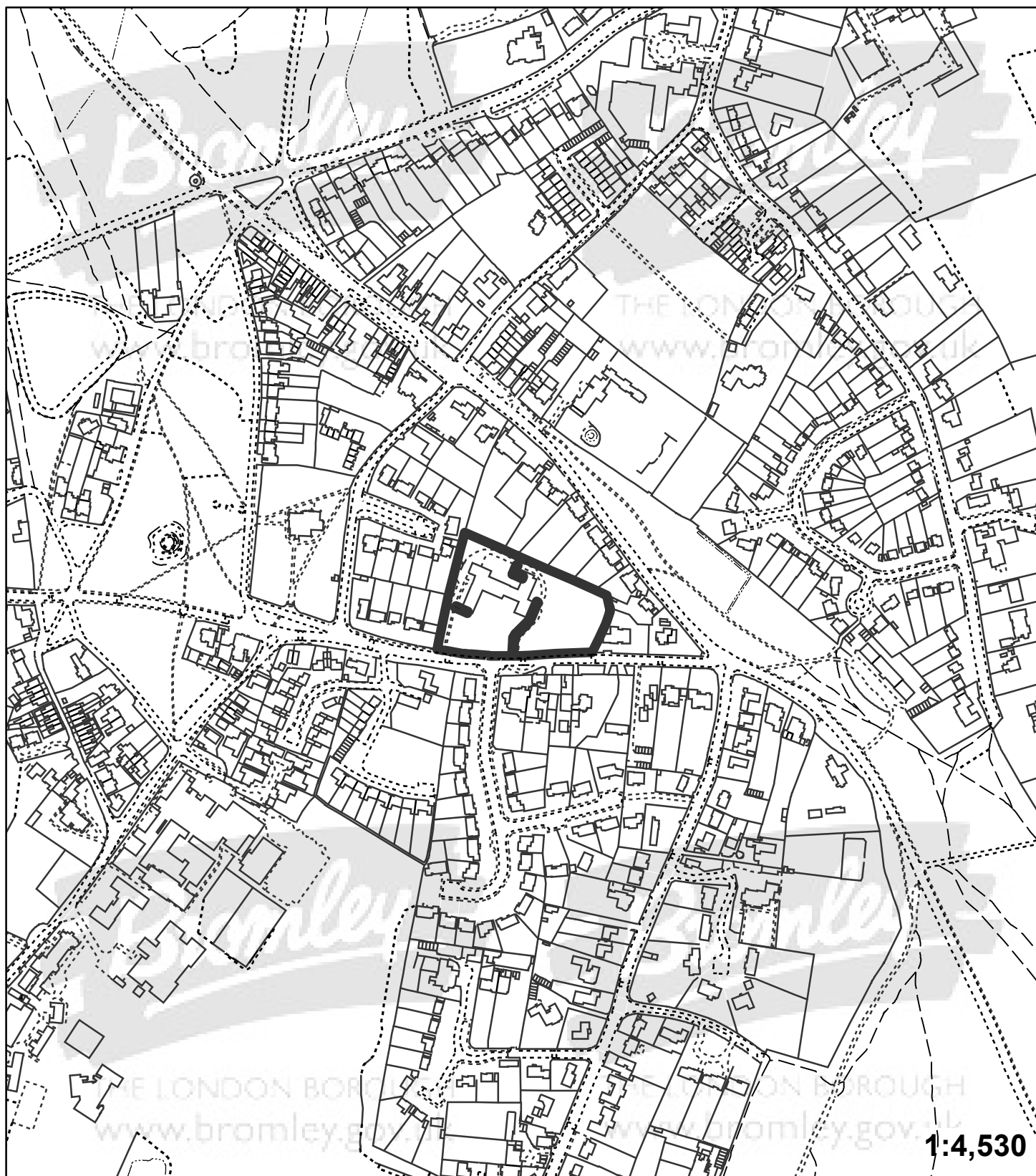
Thames Water Developer Services can be contacted on 0800 009 3921

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Application:15/05237/FULL1

Address: Queen Mary House Manor Park Road Chislehurst BR7 5PY

Proposal: Demolition of existing building and erection of three storey building comprising 52 assisted living extra care apartments (37 x 2 bed and 15 x 1 bed) (C2 use) including communal facilities, parking and landscaping.



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/00262/RECON

Ward:
West Wickham

Address : 7 Barnfield Wood Close Beckenham
BR3 6SY

OS Grid Ref: E: 538793 N: 167280

Applicant : Mr D McCool

Objections : YES

Description of Development:

Variation of condition 10 of permission Ref. No. 11/03853 to allow the erection of a green house to the side. (Part retrospective).

Key designations:

Smoke Control SCA 2

Proposal

Planning permission is sought for the erection of a detached greenhouse adjacent to the host dwelling. The application is retrospective in part as the block work for the base walls of the proposed greenhouse has already been constructed.

The proposed outbuilding would be located at the back of the existing off-street car parking hardstanding, separated from the hardstanding by a hedge.

Plans submitted with the application show that the resultant outbuilding would be 3.9m high to the ridge of the pitched roof, and 2.44m high to the eaves. The applicant has provided additional written confirmation that the building would be 3.9m high. The bottom 0.88m of the walls would be constructed of concrete blockwork, with the remaining walls, front and rear gables and roof constructed of laminated glass with the ridgeline constructed of lead.

The blockwork base of the greenhouse has been constructed adjacent to a planted garden bed which separates the proposed outbuilding from the retained parking area. Measurements provided show that the depth of the retained parking area in front of the garden bed ranges in depth from 4.86m to 6.71m.

The greenhouse would be 3.91m deep and 3.194m wide and would be orientated so that the front elevation of the outbuilding would face the flank elevation of the host dwelling, with the side elevation of the greenhouse facing the cul-de-sac.

The application documents include a photograph showing the original dwelling and site, and the siting of a car port between the flank garage wall of the host dwelling and the boundary.

Location

The greenhouse would be sited to the south of the existing dwellinghouse. A separation of 1.22m would be retained between the flank wall of the dwelling and the flank wall of the proposed outbuilding.

Barnfield Wood Close is a residential cul-de-sac accessed from Barnfield Wood Road. A total of 7 dwellings are sited within the cul-de-sac, with the host dwelling the only property on the western side of the street. The remaining dwellings are arranged on the eastern side of the road, with the exception of No 6 which lies at the southern extent of the close. The prevailing pattern of development in the close is of two storey dwellings of traditional design with off street car parking within the respective residential curtilages. The close is narrow with a turning head at the end, opposite No. 6 and there is no footway within the cul-de-sac adjacent to the application site.

The application site comprises a reasonably recently constructed replacement dwelling which was granted planning permission under reference 11/03853 and which lies directly adjacent to the Park Langley Golf Club to the rear. The site has a number of tall mature trees.

Parking for the host dwelling is located on the L-shaped hardstanding to the south of the main dwelling, next to the juvenile hedge which is adjacent to the proposed outbuilding.

The property is adjacent to but not within the Park Langley Area of Special Residential Character. The application site adjoins a golf course which is designated as Metropolitan Open Land.

Consultations

Comments from local residents

A number of letters of objection have been received from residents within Barnfield Wood Close which can be summarised below:

- The planning application should be seen in the context of the previous planning applications
- There is a history of applications made for less significant structures than have actually been built
- The proposed structure has the dimensions of a much larger building, with the height coming up to halfway up the roof of the main house.
- The proposal is only 0.9m lower than the garage which was refused planning permission, and twice the height of usual greenhouses
- Internal stairs or steps would be required as would an upper platform in order to fully utilise the structure
- The erection of storage units inside would effectively present the same visual impact as a solid building
- The proposal would block out the last remaining space between development on this side of the close

- The proposal would result in the loss of parking space, with the permission under 11/03853 allowing the parking of 3 cars, and the enclosure that has been built clearly not leaving enough space for the vehicles which are parked there regularly
- The street has little parking and only a narrow turning head, and protruding vehicles present a hazard
- The proposal would result in a cramped overdevelopment of the site and a lowering of spatial standards in the area
- A large box van often uses the parking space
- The previous application was refused because of the impact on parking
- The area should be reinstated as hardstanding to increase the amount of parking available
- The greenhouse should be located at the rear and would become an eyesore if erected at the side of the property.

No technical highways objections are raised regarding the proposal.

Planning Considerations

Unitary Development Plan

Policies BE1, H8, T3 and T18 are of particular relevance to the determination of the application:

Policy BE1 relates to the design of new development and requires that all development proposals should be of a high standard of design and layout. Development should complement the form, materials and layout of adjacent buildings and areas and should not detract from the street scene. It should respect the amenity of occupiers of neighbouring buildings.

Policy H8 relates to residential extensions and requires that the scale, form and materials should respect or complement those of the host dwelling, being compatible with the surrounding area. Space and gaps between buildings should be respected or maintained where these contribute to the character of the area.

Policy T3 relates to parking and Policy T18 relates to road safety, stating that in determining planning applications the Council will consider the potential impact on road safety.

The London Plan

Policy 7.4 (Local Character) of the London Plan states that development should have regard to the form, function and structure of an area.

National Planning Policy Framework

Paragraph 56 of the NPPF is of particular relevance to the determination of this application, stating that great importance is attached to the design of the built environment, emphasising that good design is a key aspect of sustainable

development. Development should contribute positively to making places better for people.

Planning History

The site has an extensive recent planning history which is summarised below:

Under reference 11/03853 planning permission was granted for the demolition of the original bungalow and the erection of the replacement detached three bedroom single storey dwelling that currently occupies the site. The proposal included the provision of accommodation in the roofspace and a one bedroom annex as well as car parking and a refuse and cycle store.

Planning permission was subject to a number of conditions, including condition 8 which required that the parking spaces be completed in accordance with the approved details and permanently retained as such thereafter. Condition 10 removed permitted development rights conferred by Classes A, B, C, and E of the General Permitted Development Order, 1995.

The permitted dwelling largely followed the footprint of the then existing bungalow albeit at a higher maximum height.

Under reference 13/00267 planning permission was refused for the erection of a detached single storey garage at the side of the property on the grounds:

- 1. The proposed garage by reason of its size, height and siting on this redeveloped plot of restricted dimensions would result in a cramped overdevelopment of the site which would lead to a retrograde lowering of the spatial standards and character of the area and detrimental to residential and the visual amenities of the street scene contrary to Policies H8 and BE1 of the Unitary Development Plan.**
- 2. The proposal does not comply with the Council's standards for off-street car parking provision in that the proposed garage will result in the loss of a space for a dwelling of this size in this area of low accessibility, and insufficient room would be left between the front of the garage and the highway for the satisfactory parking of a car clear of the highway. As such, it is likely that there will be an increased demand for on-street parking which would thus constitute a potential obstruction impacting upon the free flow of traffic within this narrow close, inconvenient to other road users, pedestrians and local residents, contrary to Policies T3 and T18 of the Unitary Development Plan.**
- 3. The development would be likely to impact upon the root protection area and therefore prejudice the retention and well-being of two trees on the adjacent property which are considered to make an important contribution to the visual amenities of the cul de sac, and their loss would be detrimental to the amenities of the area as a whole, contrary to Policies NE7 and BE1 of the Unitary Development Plan.**

The proposed garage would have been sited a minimum of 1m from the flank wall of the main dwelling, set back from the front corner of the house by approx. 2.9m. The garage was proposed to be sited 0.2m from the side boundary with No. 7. The retained paved driveway was shown to have a depth of 2.25m increasing to approx. 4.5m adjacent to the dwelling. The garage would have had a pitched roof with a ridge height of 4.5m and an eaves height of 2.25m. The garage was orientated to face the cul-de-sac, with the ridgeline of the building running perpendicular to the main flank elevation of the host dwelling.

Conclusions

The main issues in the determination of this application are the impact of the proposal on the residential and visual amenities of the area, in addition to the extent to which the proposal would allow the retention of a satisfactory parking area to serve the needs of the host dwelling.

In assessing the merits of the proposal it is appropriate to consider whether the current proposal overcomes the grounds for refusal relating to the previously proposed single storey garage at the side of the dwelling, in providing development of a scale and siting appropriate to the host dwelling.

The space between the bungalow and the boundary affords views between built development to the golf course beyond and is considered to make a positive contribution to the character and appearance of the area.

The garage would be orientated to face the host dwelling presenting a side-on view to the street, unlike the previously refused garage scheme in which the ridgeline was parallel with the main flank elevation of the dwelling. This orientation would increase the extent to which the bulk of the building would infill the existing space between the bungalow and the boundary. The main bulk of the greenhouse would be appreciable from the street, with the gable ends and 3.9m high ridge more effectively infilling the existing space between the boundary and the flank elevation of the bungalow than the garage which was previously refused planning permission.

It is considered that the gable ends would contrast unfavourably to the rhythm of the street scene on this side of the cul-de-sac, where the deeply pitched roof of the host replacement dwelling slopes down towards the boundary, complementing the similar slope of the adjacent garage and increasing the spaciousness at first floor level between built development.

It is noted that the proposed greenhouse would be lower than the garage which was previously refused planning permission, and that the structure would be substantially glazed which would somewhat mitigate its visual impact. The overall height of the outbuilding would be 0.6m lower than the maximum height of the garage which was refused planning permission. These aspects of the development represent a qualified improvement over the previously refused development.

It is considered, however, that the design and appearance of the greenhouse would represent an alien and jarring feature in the street scene, out of character

with the pattern of development in its materials and form in relation to the adjacent buildings. It would be set back from the main front elevation but due to the openness of the area between the host dwelling and the neighbouring property would be clearly appreciable within the street scene, from the cul-de-sac and dwellings opposite the site. On this basis, it is not considered that the proposal meets the aims of the NPPF, the London Plan and the Unitary Development Plan policies which seek to ensure that new development complements the pattern and grain of development in residential areas.

It is acknowledged that the applicant has submitted photographs showing the previous car port which was adjacent to the original bungalow, subsequently replaced by the existing host dwelling. In the redevelopment of the original residential plot, the retention of space around the building as well as the pitched roof and gable features which broke up the massing of the building were taken into account in permitting the erection of a generally more bulky and prominent replacement dwelling. As the site is currently developed, the existing space between the bulk of the dwelling and the adjacent garage in the neighbouring plot is considered to contribute positively to the visual amenities of the area. The enclosure of this space would undermine these visual amenities in reducing the openness provided on this side of the cul-de-sac balances the more prominent siting of the host bungalow in relation to the cul-de-sac in contrast with the remaining dwellings in the close.

In assessing the merits of the proposal it is necessary to consider whether the use of appropriate planning conditions could safeguard the residential and visual amenities of the area, rendering the development acceptable. While it would be possible to condition that the greenhouse be erected in complete accordance with the submitted plans, with glazing above the already constructed blockwork walls, the imposition of a condition which would restrict the internal configuration of the space, the installation of shelving within the building for example, may be considered unreasonably onerous in the context of the full and practicable use of the greenhouse.

With regards to the impact of the proposal on the retention of adequate space for parking to serve the needs of the host dwelling, it is acknowledged that the retained parking area is of quite restricted dimensions, falling below the minimum depth normally required for end-on parking spaces towards the side boundary of the site. It is noted that neighbouring residents have raised concerns regarding the parking of a commercial vehicle. However, on balance it is considered that while shallower in parts than would normally be considered acceptable, the retained parking area would not usually be insufficient in providing 2 car parking spaces to serve the needs of the host dwelling. While the parking of a large van within the site would be impracticable, that would equally have been the case under the parking provisions as originally indicated in the application for the replacement dwelling. It is not therefore considered that the refusal of planning permission on the grounds of the impact on the provision of on-site parking would be appropriate.

No technical highways objections are raised to the proposal and it is not therefore considered that the refusal of planning permission on the highways grounds relevant to refusal 13/00267 would be appropriate.

The impact of the proposal on the retention of trees adjacent to the site is not considered to provide strong grounds for refusal of planning permission. The trees are not protected and the base area of the greenhouse does not significantly differ from the original parking hardstanding area. The greenhouse base does not extend as deeply into the site as the previously refused garage.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

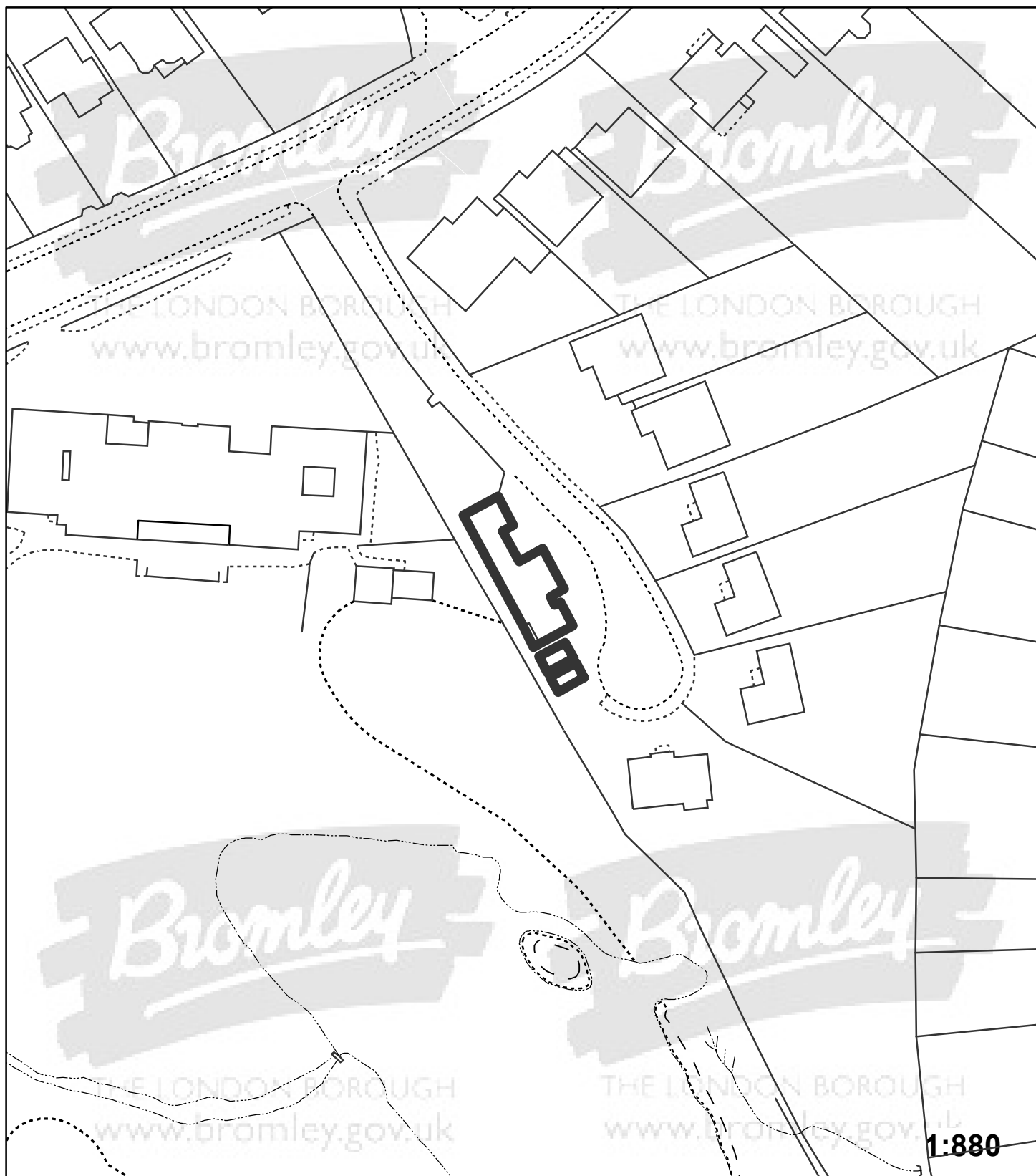
- 1 The proposed greenhouse by reason of its height, size and siting on this redeveloped plot of restricted dimensions would result in a cramped and alien appearance, out of character with the spatial standards and appearance of the site and the area in general and detrimental to visual amenity thereby contrary to Policies BE1 and H8 of the Unitary Development Plan, Policy 7.4 of the London Plan and the National Planning Policy Framework.**

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Application:16/00262/RECON

Address: 7 Barnfield Wood Close Beckenham BR3 6SY

Proposal: Variation of condition 10 of permission Ref. No. 11/03853 to allow the erection of a green house to the side. (Part retrospective).



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/00367/FULL6

Ward:
Bromley Town

Address : 46 Ravensbourne Avenue Bromley BR2
0BP

OS Grid Ref: E: 539220 N: 169608

Applicant : Mr & Mrs McCrossen

Objections : YES

Description of Development:

Two storey extension of existing property at front and rear and demolition of existing conservatory and replacement with new conservatory and gym at the rear
Demolition of existing garage/carport & replacement with new garage/office

Key designations:

Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
Metropolitan Open Land
Open Space Deficiency
Sites of Interest for Nat. Conservation
Smoke Control SCA 3

Proposal

Planning permission is sought for a two storey extension of existing property to the front and rear and demolition of existing conservatory and replacement with new conservatory and gym at the rear. Demolition of existing garage/carport & replacement with new garage/office.

The site is located to the rear of No.66 and 68 Ravensbourne Avenue, Shortlands. The site lies between Shortlands Golf Club and the River Ravensbourne. The site lies in Flood Zone 2.

Consultations

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

- o The neighbour considers that any enlargement of the property would blight the view over the Golf Course from the rear of the properties in Ravensbourne Avenue. Concern is also raised that any enlargement of the property could lead to possible flooding

Consultee comments

Environmental Health (Housing)

These technical comments are available to view on the file

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

Highways - The development will result in the loss of one parking space by conversion of the garage to habitable accommodation. However, there are spaces available within the site's curtilage which would be utilised for parking. Therefore on balance as it is a small development I raise no objection to this proposal. Add condition H03.

Environment Agency - no comments received

Drainage - The site is within the area in which the Environment Agency require restrictions on the rate of discharge of surface water drainage from new developments. Add condition D02.

Thames Water - no objection subject to informative.

Planning Considerations

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

BE1 Design of New Development
ER12 Controlling Development in Flood Risk Areas
G6 Land Adjoining Metropolitan Open land
H8 Residential Extensions
T3 Parking

SPG1 & SPG2

London Plan (2015)

NPPF (2012)

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 development proposed to the property consists as follows:-

Ground floor & garden

The existing conservatory located to the rear of the property is to be removed to facilitate the two storey rear extension to accommodate a combined kitchen/dining room. Internal changes are proposed to the property to allow the applicant to have a downstairs bedroom, wider hallway, new toilet, utility room and staircase. A new entrance is proposed along with a porch which forms part of the two storey front extension. Two, single storey extensions are also proposed to provide a new conservatory and gym. The new conservatory measures 3.9m in width a 4.2m in depth a 2.5m in height with a rooflight. The gym with toilet and shower room measure 6m in width x 6m in depth x 2.5m in height. New windows and doors and proposed to all four elevations of the property together with new timber and white render exterior.

First floor changes & roof

The first floor front extension will facilitate internal changes and include reconfiguration of the existing bedrooms and to the front of the property & a new staircase. Four bedrooms will still remain but will also include a master bedroom and several new ensuite bathrooms. A new balcony is proposed off of the master bedroom which will overlook the River Ravensbourne. A new upstairs laundry room is proposed and the roof height will increase by 0.5m with 6 x rooflights added to the property.

Garage/office

In front of the existing house lies a detached garage and car port. The applicant intends to increase the size of the garage from being 7.2m wide to 15m wide and increasing the height from 2.3m to 3.6m with a pitched roof and an added garage door. Additional windows and doors are to be added to the new garage to allow for the part home office development. The new garage is to be built using brickwork, roof tiles and timber to match that of the existing dwellinghouse. The Highways Officer has raised no objections to the changes to the garage.

Impact to neighbouring amenity & flooding

One letter of objection has been received. The neighbour considers that any enlargement of the property would blight the view over the Golf Course from the rear of the properties in Ravensbourne Avenue. Concern is also raised that any enlargement of the property could lead to possible flooding.

The increase in the roof height is 0.5m and No.46 is located 39m from the rear of the properties in Ravensbourne Avenue. A number of trees also screen the boundary. New windows are proposed in the southern elevation (facing the rear gardens of properties located in Ravensbourne Avenue) however a condition can be attached to deal with four of the five windows being obscure glazed to protect privacy and any overlooking. The fifth windows serves a bedroom but is narrow in its appearance so any overlooking or loss of privacy to the rear gardens would be minimal. New windows on the northern side at first floor level would overlook the river and golf course. This is not concerned to impact on privacy or overlooking. The window to the ensuite bathroom can be conditioned to be obscure glazed.

The site lies in Flood Zone 2. The agent has completed the necessary form to confirm that the additional footprint created by the development does not exceed 250sqm and will implement the necessary flood protection measures that floor levels will be set no lower than the existing levels and flood proofing measures will be out in place where appropriate.

Summary

On balance, taking into account the design, added bulk, size and scale of the proposed extensions, orientation of the properties, planning history and neighbouring amenity it is considered that the extensions to the front and rear of the property coupled with the alterations to the garage would not cause any undue harm to neighbours in terms of light, outlook, privacy or overlooking. Whilst the house will become elongated in its appearance and will result in a significant extension to existing property, it is considered the size of the plot in which the property sits coupled with its secluded location allow from the rear gardens of neighbours in Ravensbourne Avenue mean the changes are considered acceptable. The extension and alterations on balance are not considered to cause an undue impact to the character of the area or cause any detrimental impact to the character of the host dwelling or streetscene in general.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

- 4** Before the development hereby permitted is first occupied, the proposed window(s) shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.
- 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.
- 6** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (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.

7 **Informatives**

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

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

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

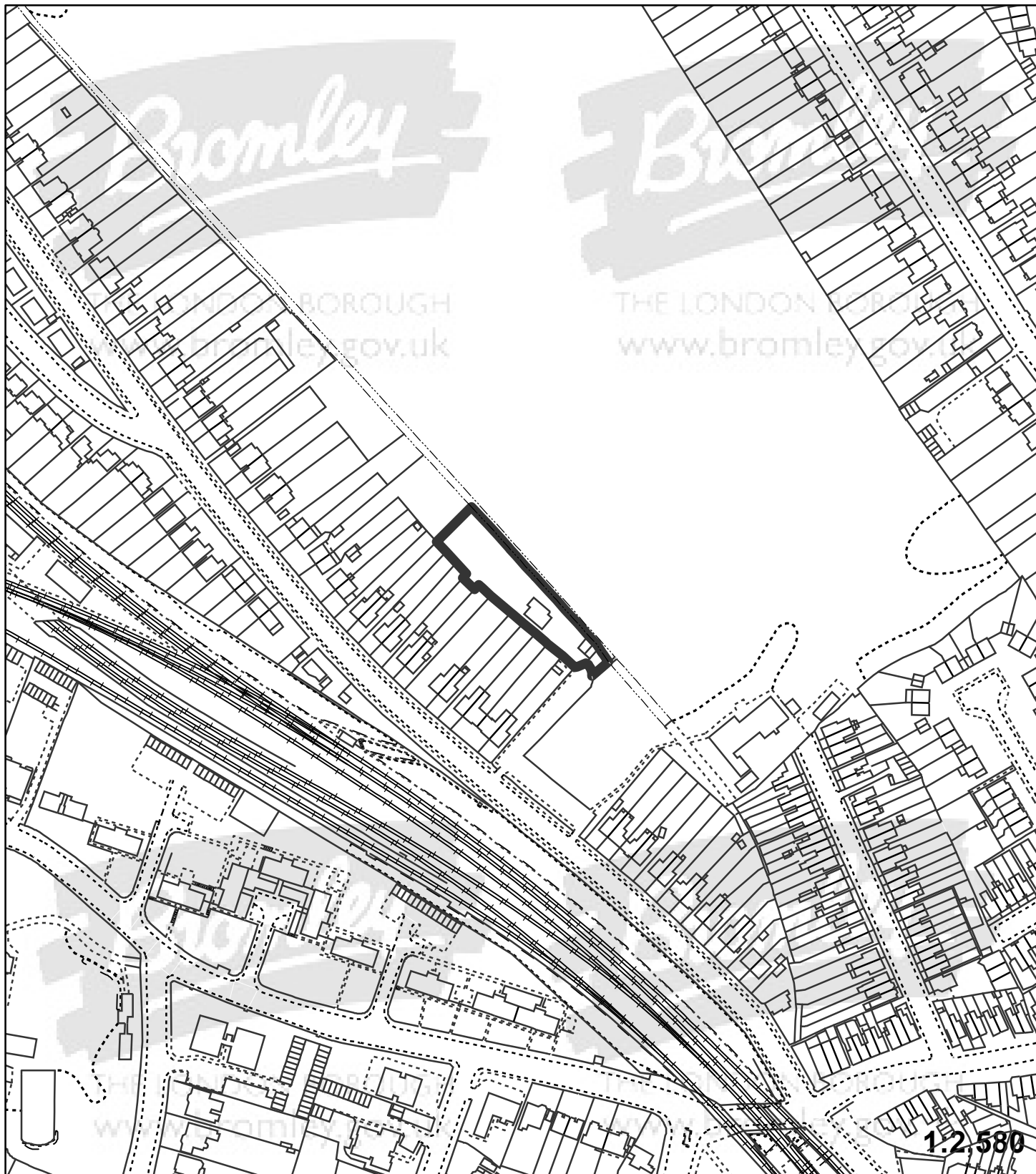
Your attention to the recommendations made by the EA and advise that they should be carried through to reduce the flood risk to the ground floor.

Flood resistant and resilient measures are incorporated into the design and construction of such development proposals, where necessary and where practical considerations allow, using guidance contained within the Department for Communities & Local Government (DCLG) document 'Improving the flood performance of new buildings: flood resilient construction'.

Application:16/00367/FULL6

Address: 46 Ravensbourne Avenue Bromley BR2 0BP

<BOL>Proposal:</BOL> Two storey extension of existing property at front and rear and demolition of existing conservatory and replacement with new conservatory and gym at the rear
Demolition of existing garage/office and replacement with new garage/office



"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 : 16/00377/FULL1

Ward:
Penge And Cator

Address : 2 Crampton Road Penge London SE20
7AT

OS Grid Ref: E: 535071 N: 170572

Applicant : Michael Brothers(UK)Ltd

Objections : YES

Description of Development:

Demolition of existing buildings and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. (The site includes 15-17 High Street, Penge).

Key designations:

Smoke Control SCA 1

Proposal

Planning permission is sought for the demolition of the existing buildings at the rear of 15-17 High Street, Penge, known as 2 Crampton Road and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. The site incorporates No2 Crampton Road and No15-17 High Street, Penge.

The replacement building will effectively link the rear elevation of No 15-17 High Street with No 4 Crampton Road incorporating a three storey element in line with the flank elevation of No 15-17 at 15m width facing Crampton Road and a 2.6m set back three storey element with undercroft vehicle access that sits in line with No4 Crampton Road. Between the two is a curved segment of the building in red brick incorporating feature vertical glazing forming a transitional structural element.

Two B1 units are located on the ground floor facing Crampton Road with direct access from the footway. Parking for six vehicles with one shown as disabled parking is located to the rear of the site in addition to an enclosed communal garden area. A separate private amenity is provided for the three bedroom maisonette flat on the ground and first floor.

Materials are indicated as yellow stock bricks and grey aluminium framed windows. A green roof is shown to the main part of the building with a double pitched roof shown over the undercroft section of the building incorporating small dormers and roof lights.

Location

The site comprises an irregular 'L' shaped plot located on the eastern side of Crampton Road to the north of the intersection with the Penge High Street. A part one, part two storey building currently occupies the site with a long and relatively narrow strip of vacant land adjoining it to the north. It appears that the site has been used as a builders/merchant yard, mouldings factory and church in the recent past.

The surrounding area to the south by Penge High Street comprises predominantly three storey terrace buildings with commercial uses on the ground floor and residential on the floors above. To the north, both sides of Crampton Road are characterized by two storey residential terraces.

The site is neither listed nor located within a conservation area or an area of special residential character.

Consultations

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

- o Over development of a small plot causing rubbish, parking problems and antisocial behaviour.
- o Loss of light to houses opposite caused by increased height of building.
- o No information regarding use of commercial units.
- o Concerns regarding servicing of commercial units
- o Comments regarding antisocial behaviour in adjacent and nearby flats.
- o Concerns regarding the number of additional people leading to further antisocial problems.
- o Increase in overlooking.
- o Concerns regarding loss of view from adjacent property.
- o Contemporary design is inappropriate in street.
- o Further reduction of the scale of the scheme is required.

Internal consultations

Arboriculture:

The application is supported with arboricultural information and can proceed in accordance with the protection measures adopted. It is noted that there would be limited opportunity to plant new trees given the design of the plot.

Environmental Health - Housing (summary):

The first and second floor rear elevation rear facing windows to the rear addition of number 15 will be lost. This will affect the natural light and ventilation to the rooms these windows currently serve. The first and second floor rear elevation rear facing windows to number 17 will look out on the new three storey flank elevation

of 2 Crampton Road which will block the outlook and view from the rooms with the first and second floor rear facing windows to number 17. Combination of kitchen/dining/living spaces has potential to cause accidents due to multi use of spaces. Children's play space is accessed through car park which is not preferential.

Environmental Health - Pollution:

The Geoenvironmental assessment finds a limited programme of soil sampling is necessary and so I would recommend that details of land contamination is requested.

The site is located within an air quality management area for NOx. Further details are requested by condition.

Highways:

The parking space No.6 is close to the telephone pole which may require relocating. Cycle parking is acceptable. The applicant should be aware the works should be carried out by LBB and funded by the developer. Moreover any redundant crossover should be reinstated to footway level.

Drainage: (summary)

No objections subject to conditions regarding details of SUDS hierarchy.

External consultations

Thames water: (summary)

No objection in relation to sewerage infrastructure capacity and water infrastructure capacity.

Crime prevention:

The application should be able to achieve the security requirements of Secured by Design with the guidance of Secured by Design New Homes 2014, and the adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 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
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 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
- 7.14 Improving Air Quality
- 7.19 Biodiversity and access to nature conservation
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan:

- BE1 Design of New Development
- ER7 Contaminated Land
- EMP5 Development outside Business Areas
- H1 Housing Supply
- H7 Housing Density and Design
- 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
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Planning History

86/01352/FUL: Use of premises as offices with ancillary warehousing and storage. Approved 17.07.1986

86/03436/FUL: Single storey side extension and elevational alterations. Approved 14.01.1987

05/04521/FULL2: Change of use to Class D1 for use as meeting room/hall for hire and for educational training; and to internet cafe (Use Class A1). Approved 13.03.2006

15/04996/FULL1: Demolition of existing buildings and construction of a part three/four storey building with accommodation in roof space comprising 4 one bedroom, 2 two bedroom, 2 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. Withdrawn 06.01.2016

Conclusions

The main issues to be considered in respect of this application are:

- o Principle of development
- o The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- o The quality of living conditions for future occupiers
- o Access, highways and traffic Issues
- o Impact on adjoining properties

Principle of development

Employment

Policy EMP5 states that the redevelopment of business sites or premises outside of the Designated Business Areas will be permitted provided that the size, configuration, access arrangements or other characteristics make it unsuitable for uses Classes B1, B2 or B8 use, and full and proper marketing of the site confirms the unsuitability and financial non-viability of the site or premises for those uses.

The proposal provides two small commercial units which retains the employment function of the site which is considered acceptable.

Housing

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of small scale infill development in previously developed residential areas 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.

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.

The site is located in a residential location in a residential area where the Council will consider 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. Therefore, the provision of additional dwelling units on the land is acceptable in principle 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, sustainable design and energy, community safety and refuse arrangements.

Density

The density of the proposal would be 81 units per hectare (u/ha). Table 3.2 of the London Plan sets out the appropriate density range for a site with a PTAL of 4 in an urban area as 55-225 u/ha.

Given, the density of the proposal is within the guided density criteria the amount of development on site is considered suitable at this location.

Design, character and appearance.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) reflect the same principles. Policy 3.4 specifies that Boroughs should take

into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy BE1 and H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

The predominant urban character of this part of Crampton Road is one of transition. The properties facing to the High Street at the junction with Crampton Road are three storey ground floor commercial, upper floor residential flat properties. No's 15/17 and No13 at the corner plots of the junction also turn the corner with dual three storey principle elevations facing into Crampton Road in part. To the rear of these sites built scale reduces with ad hoc buildings occupying the rear plot areas adjoining the two storey terrace residential development for the remainder of Crampton Road to the north. The gap between the two built forms therefore allows the opportunity of a transitional scale of development potential to optimise the site taking account of local context and character.

In this case the proposed building has been designed to link the two design forms of the street with compatible scales of development that connect the two storey terrace and three storey corner building in an imaginative and attractive way that complements the scale and form of adjoining property and retains the transition in townscape character between the High Street and Crampton Road in an acceptable manner which in turn maintains the character and appearance of this section of Crampton Road. The variation in materials, the front building line stagger and different roof forms on each section of the building are components of the design that facilitate this.

The rear elevation of the building will align with the rear elevation of No4 Crampton Road and boundary line between No's 17 and 19 High Street respecting the footprint, layout and scale of adjoining properties when viewed from the rear areas of neighbouring property. Although no separation gaps to adjoining buildings are incorporated, this is reflective of the terrace style built form of the area and is not

considered necessary for this site. Accordingly Members may consider that Policy H9 is satisfied in relation to this proposal.

While the design is not traditional in its format the approach is reflective of buildings in the locality by using a similar palette of materials and building design features. Therefore it is considered that the individual design approach of the building is a high quality design that will make a positive contribution to the streetscene and wider locality.

Residential Amenity - Standard of Residential Accommodation

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015).

The floor space size of each of the 6 units ranges between 51m² and up to 100m² respectively. The nationally described space standards require various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. On this basis, the floorspace provision for all of the units is considered compliant with the required standards and is considered acceptable.

A three bedroom family unit is located to the rear of the ground floor with a separate amenity space which is welcomed. The shape and room sizes in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

Amenity Space

In terms of amenity space, separate provision is provided for the ground floor flat as detailed above. A communal garden area at 72m² is indicated to the rear to be landscaped for use by all remaining residents of the one and two bedroom flats. While it is noted that no separate private provision in the form of balconies is provided, given the close proximity of Crystal Palace Park, the provision is broadly acceptable at this location.

Car parking

A single parking space is provided for each unit within a rear located parking area accessed via an undercroft entrance adjacent to No4 Crampton Road. Given the size of the units with mainly two and one bedroom this provision is acceptable. The Council's Highways Officer has not raised objection in this regard.

Servicing for the B1 units will take place from Crampton Road given the single front access to the units. Given the limited servicing necessary for these small size units this is considered acceptable.

Cycle parking

Cycle parking is required to be 1 space per studio and 1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a secure and lockable room in the basement for cycle storage for each unit comprising of 12 spaces. This is considered satisfactory.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in a separate room accessed from Crampton Road via the undercroft entrance. The location point is considered acceptable within close proximity of the highway for collection services.

Impact on Adjoining Properties

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of neighbouring buildings and ensure they are not harmed by noise disturbance, inadequate daylight, sunlight, and privacy or overshadowing.

In terms of outlook, the fenestration arrangement will provide mainly front and rear outlook for each unit overlooking amenity space or overlooking the street. Secondary outlook is additionally provided to the ground and first floor maisonette and second floor two bedroom flat facing the rear of No17 High Street at approximately 10.5m. These windows are considered secondary for the first and second floor levels and thus it is recommended that they be obscure glazed to maintain privacy. A condition is suggested in this regard. Therefore, it is considered that a suitable level of privacy at the intended distances to existing neighbouring property will be maintained generally.

A daylight and sunlight test has been submitted with the application to test the impact of the building in this respect on windows to adjacent property. The results have indicated that the proposal will have a low impact on receivable light by its neighbouring properties.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

A living roof has been incorporated into the design of the proposal to help meet sustainability criteria. A condition is recommended for further details of the green roof to ensure quality and longevity of this sustainable feature.

Landscaping

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard. Notwithstanding this full detail of hard and soft landscaping and boundary treatment can be sought by condition.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character of the area. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

As amended by docs received 1/3/2016

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 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 Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.**

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

- 4** Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 showing the first and second floor curved stairwell window have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In order that the local planning authority may be satisfied as to the detailed treatment of the proposal and to comply with Policy BE1 of the unitary development Plan.

- 5** 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.

- 6** 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.

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

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

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

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

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

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

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

8 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.

9 Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3 x 2.4 x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m 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.

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

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

11 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties and to accord with Policy 5.13 of the London Plan (2015)

12 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and to accord with Policy 5.14 of the London Plan (2015)

13 Before the development hereby permitted is first occupied, the proposed first and second floor windows in the south west elevation facing to No17 High Street shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

Reason: In the interest of the amenities of the adjacent properties and to comply with Policy BE1 and H7 of the Unitary Development Plan.

14 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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.

15 The arrangements for storage of bicycles and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

16 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.

17 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.

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

Reason: To ensure a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan (2015).

19 (a) The development shall be constructed with a biodiversity living roof laid out in accordance with drawing no 1841-09 Revision F hereby approved and maintained thereafter.

(b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2015).

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

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area and to accord with Policy 7.14 of the London Plan

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

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area to accord with Policies 6.13 and 7.14 of the London Plan.

22 The development shall be implemented in accordance with the Tree Protection Plan submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

Reason: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

23 Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the ground floor commercial units shall be used for B1 use and for no other purpose (including any other purpose in Class State Use Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to retain the employment use on the site and to accord with Policy EMP5 of the Unitary Development Plan

24 The whole of the amenity space as shown on drawing no 1841-04 Revision F hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy BE1 and H7 of the Unitary Development Plan.

25 The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such

measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

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

You are further informed that:

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- 2 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 3 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 4 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

- 5 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.

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

- 7 **The applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.**

- 8 **Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk**

- 9 **Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.**

- 10 **A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.**

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

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Application:16/00377/FULL1

Address: 2 Crampton Road Penge London SE20 7AT

Proposal: Demolition of existing buildings and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling



"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 : 16/00594/FULL1

Ward:
Darwin

Address : Bristol Street Motors Ltd Sevenoaks
Road Pratts Bottom Orpington BR6 7LP

OS Grid Ref: E: 545528 N: 163224

Applicant : Mr ANDY JOHNSON

Objections : YES

Description of Development:

Proposed new car washing building and installation of acoustic fencing adjacent to the boundary with 11-15 Cudham Lane North.

Key designations:

Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding

Proposal

This application proposes a new car wash building within the site of an existing car dealership on the south-western side of Sevenoaks Road. The site is situated adjacent to the A21 by a major roundabout which adjoins High Street Green Street Green, Old Hill and Cudham Lane North. The site contains a sales building and workshop and an outside parking area used in connection with this dealership. The proposed car wash is to be sited 1m from the common side boundary with number 11 Cudham Lane North and between 600mm-1.6m from the rear elevation of the host building. The proposed development is sited 13m from the adjoining Grade II Listed building, The Larches.

The proposed building will incorporate a footprint measuring approximately 8.7m(d) x 9.0m(w), and a partially sloping roof which will extend to a maximum height of 5.0m. It will incorporate two overhead doors and be constructed predominantly of cladding externally, with silver/grey rainwater goods. A 5m x 9m concrete hardstanding area will also be provided forward of the proposed building.

In order to mitigate noise emissions to neighbouring properties, this proposal also includes 2m-high acoustic fencing adjacent to boundary with 11-15 Cudham Lane North

Revised plans were submitted on the 31st March from the Applicant to enlarge the internal bay length of the car wash by 1m.

This application is to be considered in conjunction with application ref. 16/01124/FULL1 which relates to the installation of ducting and plant within the site.

Consultations

Comments from local residents

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

- o Bristol Street Motors have made no attempt to curtail existing noise on the site
- o No respect for neighbours
- o This scheme moves the wash bay closer to neighbouring residents, not further away, which is going to increase the noise
- o Confusion as to why another application has been submitted and the existing temporary car wash has not been dismantled.
- o Disregard for the semi-rural integrity of the area
- o Resultant noise and fumes will impact on the wider locality
- o The application is taking up too much committee time and should just be refused
- o The application is contrary to the PPG relating to the enjoyment of ones dwelling on the grounds of sound nuisance
- o The car wash should be sited away from residential properties
- o Sound mitigation methods are inadequate and the fencing should be higher
- o Noise from shouting between staff, chemical and petrol fumes and noise pollution.
- o There is a general lack of consideration from the site to neighbouring residents.
- o The acoustic assessment undertaken is questionable and provides no mitigation for the residents of The Larches.
- o The manoeuvring of vehicles will become more difficult within the site and there will be an increase in associated engine noise.
- o Overdevelopment of the footprint of the site
- o Issues regarding parking on the site will be exacerbated
- o The doors should be facing away from the residential properties, not towards them
- o Given the size of the site, alternative locations should be found away from residential properties
- o The door heights are proposed at 3.9m whereas the acoustic fencing measures 2m, this is not sufficient
- o The application should be read in conjunction with application 16/01124 with the combination of the two activities within one area causing nuisance to residents.

Consultee Comments

Following submission of an acoustic assessment the Council's Environmental Health division noted that the acoustic assessment finds that it is theoretically possible to control noise on site to within reasonable levels, even accounting for

the new car wash building. This is dependent on quite extensive mitigation including the following:

- Upgrading the existing roller-shutter door on the existing car wash to a new door of a defined specification
- Building envelope of the new car wash to a defined specification providing a very high level of sound insulation
- Using the same roller door on the new wash bay as recommended above
- Installing acoustic fencing around the site perimeter to the adjacent residential dwellings

The report also mandates a number of behavioural requirements which would need to be required by condition. These include:

- All pressure washing and hoovering should only take place within the wash bays.
- Hand washing and polishing may be permissible outside of the bay but no powered tools or equipment should be used.
- While the wash bays are in use the doors should remain shut at all times.
- When the doors are open for access or egress washing activities should cease until the doors are fully closed.
- No radios should be used outside of the wash bays or when the wash bay doors are open.

Environmental Health considers that the implementation of the above measures, if they were complied with, would help to resolve some of the existing noise issues on the site by preventing external car washing and ensuring internal washing takes place in properly insulated bays. Whilst the above conditions, if complied with, might help to mitigate some of the existing noise related issues on the site, these conditions are very specific and would be reliant on strict management and enforcement of procedures by Bristol Street Motors, in perpetuity. Planning Officers question whether in practical terms the conditions proposed by Environmental Health are realistic, practical and enforceable.

After further consultation with Environmental Health in respect of the enforceability of the proposed conditions, Environmental Health have responded indicating that if the conditions are not considered to be reasonable or sufficiently enforceable from a Planning perspective then the view is that the development is unacceptable in noise terms. This is because with an open door to the wash bay (or external car washing taking place), car washing activities would not be sufficiently insulated to prevent unacceptable adverse impacts on neighbours.

After careful consideration of the proposed conditions and whether they will be practical for the operator during the operation of this business, Officers are of the view that it is unlikely that conditions will be enforceable.

No objections were raised by the Drainage Officer, subject to conditions.

Planning Considerations

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

BE1 Design of New Development
BE8 Statutory Listed Building

7.15 (London Plan) Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Townscapes

Section 12 of the National Planning Policy Framework: Conserving and enhancing the historic environment.

Planning History

There is a detailed planning history associated with the application site, with details of applications since 1983 summarised below.

85/00138/FUL - New body workshops together with renovations and alterations to existing buildings - refused

88/02662/FUL - Detached building comprising body and paint workshop showroom and ancillary facilities together with canopy over used car sales area - Permission

91/00779/FUL - Change of use from workshop building to mot test centre - Permission

93/03083/FUL - Single storey extension to enlarge showroom and car preparation area - Permission

95/00379/FUL - Single storey extension to provide three vehicle valet bay - Refused

04/00343/FULL2 - Change of use to the display and sale of vehicles and alterations to existing boundary and landscaping treatment, use of land (formerly Larches Petrol Filling Station) for associated car parking for customers and staff - Refused

06/00853/VAR - Variation of condition 6 of permission ref 04/03446 to read 'No movement of vehicles for sale shall take place on the land coloured orange on Plan AR5 on any Sunday, Bank Holidays, Christmas Day or Good Friday or before 8.30am or after 6.30pm on any other day' - Approved

09/00521/FULL1- Detached building for MOT workshop - Permission

13/04278/FULL1 - Erection of parapet cladding screen, elevational alterations, new entrance, relocation of wash/valet bays and alterations to site entrance and car park - Permission

15/00271/FULL1 - Installation of ventilation ductwork and air handling unit and instillation of acoustic fencing to enclose plant RETROSPECTIVE APPLICATION - Refused

15/01917/ADV - Three internally illuminated fascia signs and one part externally/part internally illuminated entrance sign (Signs A, B, D and E) - Refused

15/02218/FULL1 -Installation of new car washing building and installation of acoustic fencing adjacent to boundary with 11-15 Cudham Lane North - Refused

A previous application ref: 15/02218/FULL1 for the installation of new car washing building and installation of acoustic fencing adjacent to boundary with 11-15 Cudham Lane North was refused at a previous committee, 21st January 2016. The reasons for refusal were:

1. The proposed building, by reason of its siting and design, would seriously undermine the setting of the adjoining Grade II Listed Building at The Larches, Sevenoaks Road, contrary to Policy BE8 of the Unitary Development Plan and Section 12 of the National Planning Policy Framework: Conserving and enhancing the historic environment.
2. The proposal would be over-dominant and would be detrimental to the amenities that the occupiers of the adjoining property at The Larches, Sevenoaks Road, might reasonably expect to be able continue to enjoy, by reason of visual impact and loss of prospect in view of its siting and design, contrary to Policy BE1 of the Unitary Development Plan.

Conclusions

The main considerations in this case relate to the impact of the proposed on neighbouring amenity, with particular regard to noise attenuation, visual amenity, and highways.

The application is a re-submission of a previously refused application (ref: 15/02218/FULL1) for the installation of new car washing building and installation of acoustic fencing adjacent to boundary with 11-15 Cudham Lane North. The application has been amended in the following ways:

- Re-location of the car wash building away from the listed building, The Larches, and to the rear of the host building, closer to the common side boundary with number 11 Cudham Lane North (residential property).
- Increase in depth of the wash bays by 1m

The application site forms a major local car dealership which also incorporates vehicle maintenance, within which various activities have been consolidated over recent years. Whilst this application is also being considered at the same time as one for ventilation ducting and plant (ref. 16/01124/FULL1) the two applications should be considered on their own individual merits.

The application has been submitted following planning enforcement action triggered by neighbour complaints and the refusal of a previous submission. The Applicant is seeking to regularise car washing activities at the site by erecting this structure, which is located in a new location on the site from that as previously refused. There has been substantial public objection to the application with 13 objection letters received.

Amenity Impacts

Whilst Environmental Health has identified a list of extensive conditions, including physical and behavioural measures, which if complied with could potentially provide suitable mitigation, it is also acknowledged that Planning Officers would need to consider whether these are enforceable. In the event Officers consider that these are not enforceable then the noise issues would not be suitably mitigated and they would object to the scheme. This is because with an open door to the wash bay (or external car washing taking place), car washing activities would not be sufficiently insulated to prevent unacceptable adverse impacts on neighbours. A planning judgement is required to be made as to whether the conditions are reasonable and enforceable.

The car wash has been re-located to the rear of the site, within 1m of the common side boundary with number 11 Cudham Lane North, a residential property. The car wash building hosts two entrances which open towards the rear of the site, away from the public vantage point. Given the proximity of the car wash building to the neighbouring, it is considered of utmost importance should the application be granted that any conditions required in order for the building to be acceptable in terms of noise are robust and can be complied with. Following additional consideration, the conditions are considered too onerous and would require significant behavioural changes of all users of the car washing facility, that are not considered adequately enforceable due to the rear location of the building and the rear facing doors, away from the main part of the site, and the highway.

The option of increasing the floor space of the wash building to allow for increased room for two vehicles to be able to be washed at the same time with adequate room to manoeuvre with the doors closed has been explored and amended plans submitted,. However, given the proximity of the neighbouring residents to the development, and the level of stringent conditions that would need to be complied with in perpetuity, whilst the increase in floor area may increase the prospect of the conditions being complied with, it does not overcome the concerns as previously raised.

Impacts upon Heritage Assets

Policy BE8 of the UDP requires that applications for development involving a listed building or its setting, or for a change of use of a listed building, will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting. In this case, the proposed development has been moved away from the Grade II Listed building, and is now sited within closer proximity to the host building. No objections to the siting of the development were raised by the Conservation Officer and it is considered that the previous grounds of refusal have been addressed in this regard.

Additional concerns are raised in respect of the proposed structure which will be situated within close proximity of a ground floor kitchen window along the northern flank of The Larches within the original part of the building. This is the sole window serving that room and it is considered that the development is now sited away from the residential dwelling and no longer will impact detrimentally in terms of residential amenity in this regard.

No concern is raised with regard to the proposed fencing which is considered a betterment for the owner/occupiers of surrounding properties in terms of noise abatement and aesthetics, especially the adjacent dwelling number 11.

Whilst this application represents an attempt by the applicant to address the problem associated with car washing, the proposal will not address current concerns and it is considered that as the condition proposed by Environmental Health would not be enforceable, realistic or reasonable, the scheme would result in an unacceptable impact on the residential amenity of surrounding residential property due to noise and disturbance.

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

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

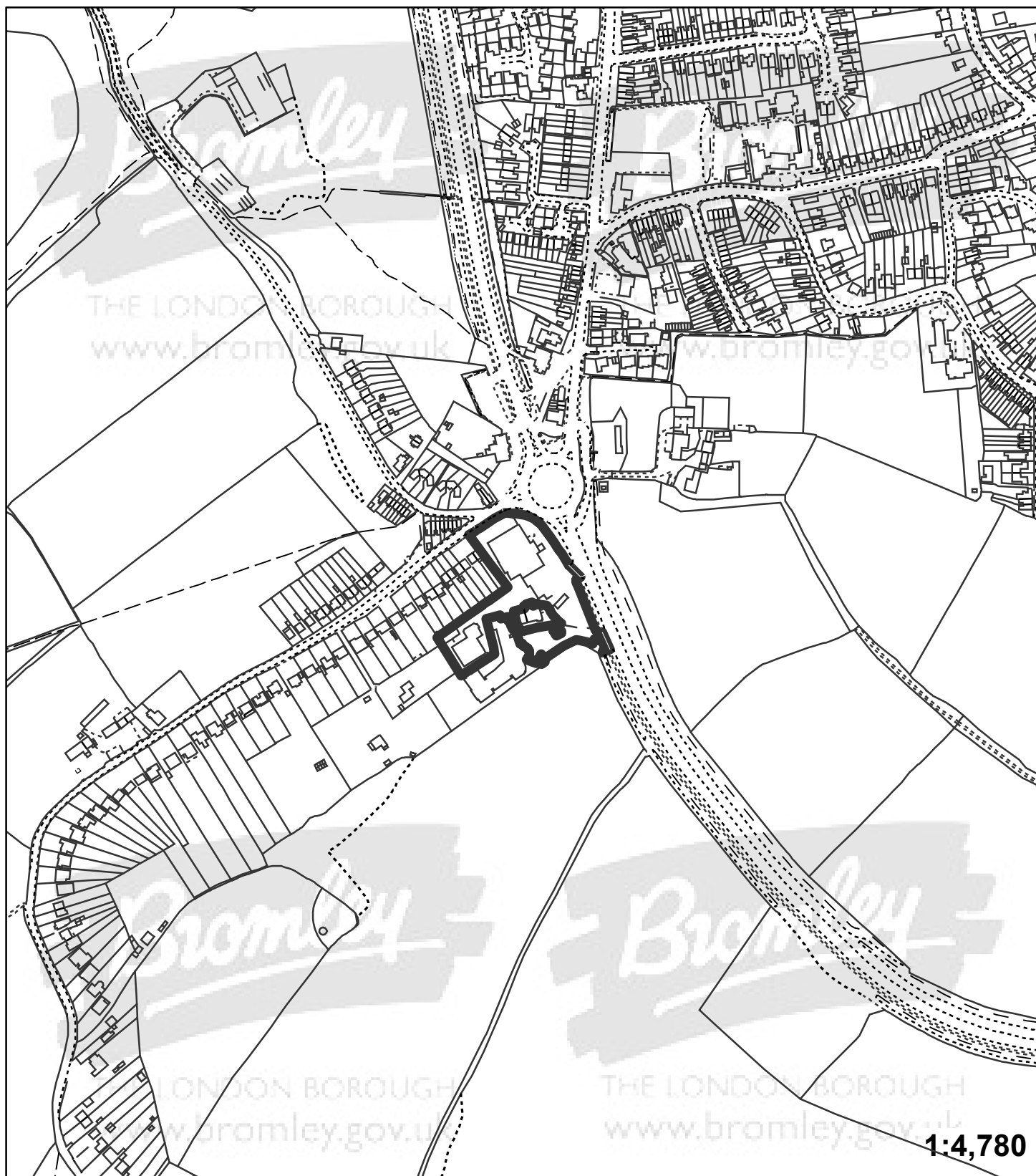
- 1 The application is considered to cause an unacceptable impact upon neighbouring residential amenity by virtue of the noise and disturbance resulting from the car wash building that is not considered to be able to be adequately controlled by condition contrary to policy BE1 of the Unitary Development Plan and 7.15 of the London Plan.**

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Application:16/00594/FULL1

Address: Bristol Street Motors Ltd Sevenoaks Road Pratts Bottom Orpington BR6 7LP

Proposal: Proposed new car washing building and installation of acoustic fencing adjacent to the boundary with 11-15 Cudham Lane North.



"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 : 16/00636/FULL6

Ward:
Mottingham And Chislehurst
North

Address : 233 Beaconsfield Road Mottingham
London SE9 4ED

OS Grid Ref: E: 542361 N: 171687

Applicant : Mr Colin Coroian

Objections : YES

Description of Development:

Two storey side extension

Key designations:

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

Proposal

The application site comprises one of a pair of inter-war houses located within a mixed residential area, including terraced dwellings opposite and a series of low rise flats to the north. The application site is located on the corner with Ickleton Road, No.1 abuts the application site.

Planning permission is sought for a two storey side extension, the proposed two storey side extension would measure 7m in depth, 3.2m in width with half-hipped roof.

Consultations

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

- o blocked sunlight
- o unbalance pair of semi-detached dwellings
- o ok provided 1m side space

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions

H9 Side space

Planning History

Under planning reference 15/02710 permission was refused for a part one/two storey front/side and rear extension. The reason for refusal was:

"The proposed two storey side extension, by reason of its excessive size, bulk and increase in the length of the roof ridge, would result in a cramped, incongruous and overdominant form of development, unbalancing this pair of semi-detached properties and harming the character of the streetscene, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan."

A rear dormer has recently been constructed within permitted development rights, no Lawful Development Certificate has been sought.

Conclusions

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

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

This application is an attempt to address the grounds of refusal of a previous application. The previous application sought permission for part one/two storey front/side and rear extensions. This application is seeking permission for the two storey side extension only.

The proposed side extension would be highly visible within the wider streetscene due to the position of the dwelling at the end of the road. However, there is a significant side space and fenced garden area to the south of the property which would lessen the prominence of the flank elevation within the locality. A significant area of amenity space to the rear and front would also be retained.

The extension would incorporate a half-hipped roof design and its appearance from the front and side are generally in keeping with the proportions of the application property.

In this case, the development would provide additional habitable accommodation. The two storey side extension would be level with the existing front elevation building line and would involve the continuation of the roof ridge to a height of 7.8m with a half hipped pitched roof. The proposed side extension would extend the entire depth of the dwelling, 7m in depth and would be 3m in width. It would maintain a side separation of 1m with the rear boundary of No.1 Ickleton Road therefore compliant with Policy H9. No windows are proposed in the side

elevation. The main entrance door is currently to the side of the dwelling and this is replicated on the adjoining semi. The proposal would include making elevational alterations to the host dwelling to move the main door to the front of the dwelling.

Whilst the host dwelling has already undergone some development this pair of semi-detached dwellings are no longer symmetrical in appearance. Given the reduction in bulk and mass from the previous application and that a 1m side separation will be maintained. Members may consider that the scale and design of the proposed two storey side extension is sympathetic to that of the host dwelling and may improve the appearance of the existing dwelling and therefore compliant with the general aims and objectives of Policy H8, H9 and BE1 in relation to scale, design, residential impact and side space.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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Application: 16/00636/FULL6

Address: 233 Beaconsfield Road Mottingham London SE9 4ED

Proposal: Two storey side extension



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/00637/FULL6

Ward:
Petts Wood And Knoll

Address : 67 Beaumont Road Petts Wood
Orpington BR5 1JH

OS Grid Ref: E: 544786 N: 167063

Applicant : Mr S Wahab

Objections : YES

Description of Development:

Part one/two storey side and rear extension

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 4
Smoke Control SCA 8

Proposal

It is proposed to erect a part one/two storey side and rear extension.

The part one/two storey side extension would be set back from the main front building line by 1.5m and would project to the rear by 3.75m with a 1m side space at ground floor level. The first floor element would measure 1.9m in width and would be inset 1.6m from the side boundary. The roof would be pitched and set down below the main roof ridge by 1.4m therefore considered to be of a subservient design. Two obscure glazed windows are proposed at ground floor level serving a utility room and cloakroom.

The proposed one/two storey rear extension would measure between 3.5m and 3.7m in depth and 8.8m in width at single storey level spanning the entire width of the host dwelling and proposed side extension and a width of 6.1m at two storey level. The two storey element would be set down below the main roof ridge by 1.4m.

The application has been submitted following the refusal of planning permission under ref. 15/04077. The application differs from that which was refused in that:

- The two storey side extension at first floor level has been reduced in width by 0.5m (as scaled from the drawings).
- The design of the roof of the single storey side extension has also changed slightly.

Location

The application site is located mid-way down Beaumont Road, opposite Fieldway, a residential close.

The host dwelling is a two storey three bedroom semi-detached dwelling and includes a detached garage located within rear garden along the side boundary with No. 69 Beaumont Road.

The separation to the flank boundary of the site is approx. 3.5 metres.

Consultations

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

- o Blocking light to conservatory and living room
- o Effect on foundations

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 side space

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

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework.

Planning History

Planning permission was refused under reference 15/04077 for a similar scheme to the current proposal. Permission was refused on the grounds:

1. The proposed part one/two storey side/rear extension, by reason of its excessive size, depth and minimum side space separation would result in a cramped, incongruous and overdominant form of development, unbalancing this pair of semi-detached properties and harming the character of the streetscene, therefore contrary to Policies BE1, H8 and H9 of the Unitary Development Plan.

The application seeks to overcome the previous reason for refusal.

Conclusions

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

In assessing the merits of the proposal it is necessary to consider whether the application overcomes the previous grounds for refusal.

Consistent character in the street scene of Beaumont Road is generally achieved through a similarity in side separation, dwelling footprints and plot widths. The two storey side extension of the previously refused scheme proposed a width of 2.4m at both ground and first floor level resulting in a side separation to the boundary with No.69 of between 1m to the front and 1.3m to the rear. The current application proposes to inset the first floor side element by 0.5m resulting in a separation at first floor level of between 1.6m to the front and 1.9m to the rear.

It is considered that reducing the width at first floor level of the proposed side extension would result in the proposal appearing less dominant within the street scene and less cramped within the application site. It is noted that the grounds of refusal in respect of application ref. 15/04077 includes relevance to excessive size and depth and there has been no change to the depth of the proposed extension. However, on balance, it is considered that the reduction in the width of the extension also serves to reduce the impact of the bulk of the extension by bringing the depth further away from the boundary with No.69 to overcome the previous ground of refusal relating to the cramped, incongruous and overdominant appearance of the proposed extensions.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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Application:16/00637/FULL6

Address: 67 Beaumont Road Petts Wood Orpington BR5 1JH

Proposal: Part one/two storey side and rear extension



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SECTION '2' – Applications meriting special consideration

Application No : 16/00689/FULL6

Ward:
Copers Cope

Address : 11 Brindlewick Gardens Beckenham
BR3 1DG

OS Grid Ref: E: 537185 N: 170564

Applicant : Ms Barbara Ormston

Objections : YES

Description of Development:

Outbuilding at rear
RETROSPECTIVE APPLICATION

Key designations:

Biggin Hill Safeguarding Area
Green Chain
London City Airport Safeguarding
Metropolitan Open Land
Smoke Control SCA 12

Proposal

The application seeks retrospective planning permission for an outbuilding in the rear garden of no. 11 Brindlewick Gardens, Beckenham.

The building is located in the north-western rear corner of the garden and measures 2.74m in width by 4.26m in length. It has a flat roof to a height of 2.39m with two roof lights above projecting a further 0.15m above the flat roof. The building is located 0.68m from the rear boundary and 6.2m from the western side boundary. It is described within the submitted planning statement as ancillary to the main house used as a summer house/home office/study room. It has been constructed of painted white timber with a lead clad roof and includes a door within the southern elevation facing the main house and two windows in the eastern elevation facing towards the garden and neighbouring property at no. 10.

Location

The application site comprises a detached dwellinghouse located on Brindlewick Gardens, Beckenham. The property is part of a new development including 48 dwellinghouses on land formerly used by Kent County Cricket Club. As such, the land lies within Metropolitan Open Land (MOL) which has now been developed.

Consultations

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

- o Too big for the garden
- o Out of character with the rest of development particularly the lead roof
- o Too close to neighbouring garden fence and above the fence
- o The summer house has had electricity and air conditioning installed, what will it be used for?
- o Air con pipes face neighbouring garden
- o Will it be used for business?
- o Large roof windows, when opened, may encroach onto neighbouring garden
- o Building dominates the small joined garden areas
- o Large and unattractive
- o Changed the appearance of the development to a crowded space
- o Loss of outlook
- o Proposed feature tree will cause loss of light
- o Permitted development has been cancelled as the site would soon become overdeveloped
- o Visual impact not in keeping
- o If this is allowed and the rest of the residents do the same thing it would ruin the visual impact of the development

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

Comments from Consultees

There were no internal or external consultees.

Planning Considerations

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

Unitary Development Plan

BE1 Design of New Development

H8 Residential Extensions

G2 Metropolitan Open Land

Planning History

The property is part of a new development granted permission in 2012 (under ref: 11/02140/OUT). As part of the approval a number of conditions were imposed on development, including the removal of permitted development rights under Classes A, B, C or E of the legislation preventing alterations and extensions to the property including outbuildings (condition 10 of the approval).

A details pursuant application to the original permission was granted under ref: 13/02555/DET.

Conclusions

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

The property is located within land designated as MOL. However, following a grant of planning permission in 2012, as detailed above, for a scheme of 48 new houses as well as buildings related to Kent County Cricket Club, much of this section of MOL has been developed. As such, any further residential development to the existing dwellings (as granted permission) of this nature are not considered to result in any further harm to the MOL. However, consideration must still be given as to the impact of the development on the character of the area in general, now developed, and the amenities of the neighbouring residential properties.

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. Policy BE1 also seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by loss of outlook or overshadowing.

It is noted that the size and height of the outbuilding which has been constructed would normally fall within the limits of the permitted development legislation. The submitted statement states that the applicants were not aware of the removal of permitted development rights before construction and as such now apply for retrospective permission to enable its retention.

A number of objections have been received from neighbouring residents which have been summarised above. Concerns have been raised with regards to the setting of a precedent within the area, if the building is allowed. The removal of permitted development rights from the original grant of permission for the development means that all extensions, including outbuildings, require the approval of formal planning permission. This is not intended to prevent all further development to the site, but to enable the Council to consider whether or not the proposal is appropriate in accordance with the relevant policies at the time, and any other material considerations, including any comments received locally. Each case must be treated on its own merits at the time of submission with full consideration given to the siting, size, design and scale of the development proposed and its impact on the area and the amenities of neighbouring properties.

Comments received from neighbours also relate to the size and design of the building, its proposed use, and its impact on the character of the area, which if allowed may set a precedent within the new development. As discussed above, the size of the building would normally fall within the limits of the permitted development legislation. Whilst concerns raised regarding its size are noted, following a visit to the site it does appear overly dominant within the garden and an adequate of amenity space within the rear garden is maintained. The existing

boundary fences along the side and rear boundaries are 1.8m in height and as such the building which extends to a height of 2.4m projects only 0.6m above these boundary treatments. In addition, it has been located 0.6m away from the boundaries shared with no.'s 9 and 12 Brindlewick Gardens, which further reduces the impact. The building has been constructed to a high quality finish and the materials used reflect the existing development.

Taking into account the above, Members may therefore consider that in so far as the design and appearance of the outbuilding and the impact on neighbouring amenities, the development would accord with Policies H8 and BE1 of Bromley's Unitary Development Plan, which seek to ensure that the proposal is of a high standard of design, that it would not adversely affect the character and appearance of the area, and would not cause undue harm to the amenities of the neighbouring residential properties as to warrant a refusal of the application.

The building has been described as a summer house/home office/study area, and following the site visit the Council would have no reason to disagree with this use. However, in order to ensure that the building remains ancillary to the main dwelling and is not used for any other purpose than incidental to the host property, a condition should be imposed on any approval to this respect.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

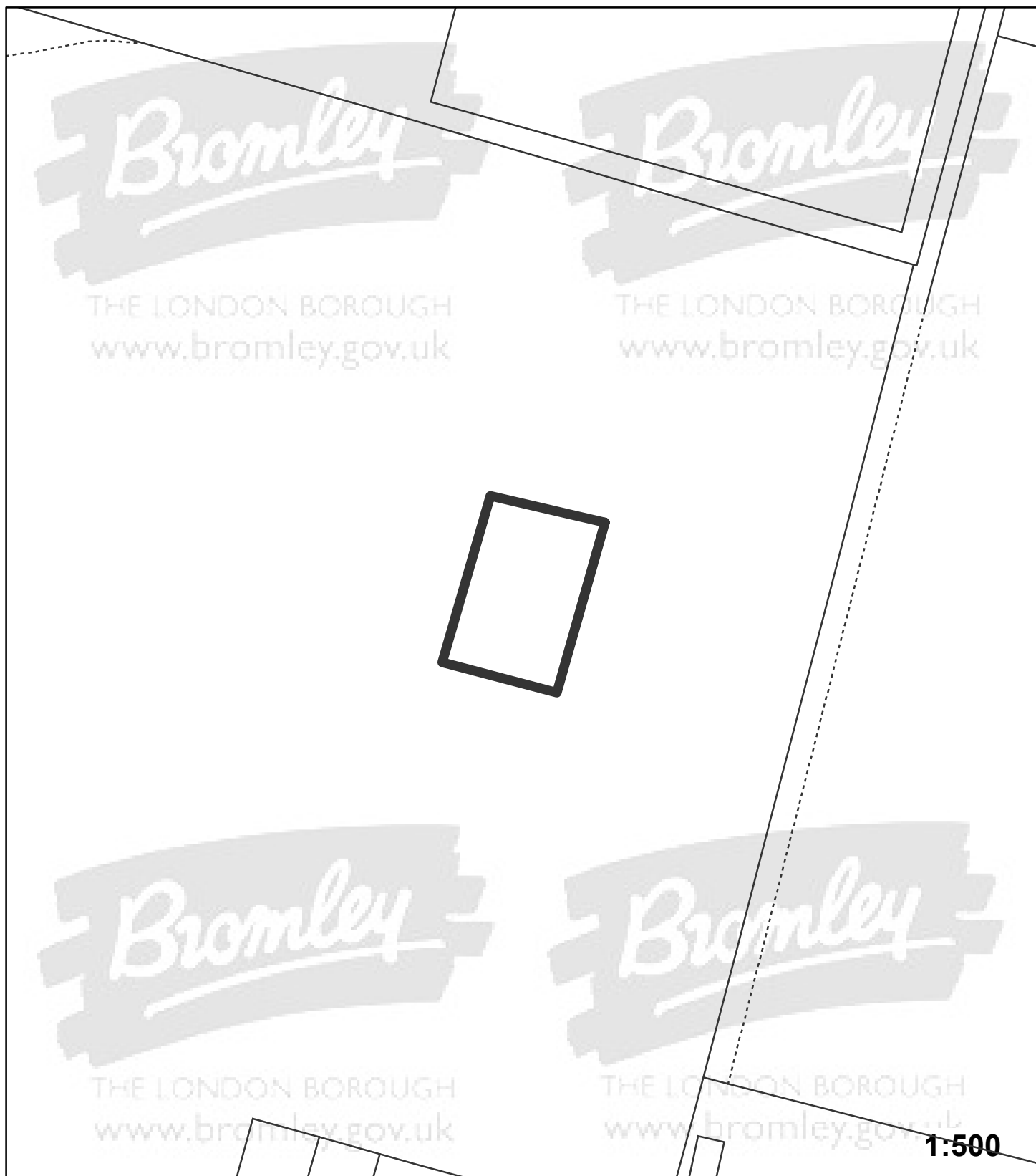
- 2 The single storey detached building hereby permitted shall only be used for purposes incidental to the residential use of the main house and for no other purpose.**

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

Application:16/00689/FULL6

Address: 11 Brindlewick Gardens Beckenham BR3 1DG

Proposal: Outbuilding at rear
RETROSPECTIVE APPLICATION



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/01124/FULL1

Ward:
Darwin

Address : Bristol Street Motors Ltd Sevenoaks
Road Pratts Bottom Orpington BR6 7LP

OS Grid Ref: E: 545528 N: 163224

Applicant : Mr Andy Johnson

Objections : YES

Description of Development:

Retrospective application for the installation of required ventilation ductwork , air handling unit and condensers, with a 2.7m high timber acoustic fence and gates around the plant.

Key designations:

Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding

Proposal

This application relates to a car showroom premises which also incorporates valet and wash areas and stores within the same building. Part retrospective planning permission is sought in respect of a ventilation and air handling unit plant which has been installed to the western (rear) elevation toward the south-western corner of the building. A 2.7m high acoustic fence is also proposed around the extraction equipment.

This application is to be considered in conjunction with application Ref: 16/00594/FULL1 which relates to the installation of a new car washing facility within the site.

Location

The site is situated adjacent to the A21 Sevenoaks Road, by a major roundabout which adjoins High Street Green Street Green, Old Hill and Cudham Lane North. The site contains a sales building and workshop and an outside parking area used in connection with this dealership.

Consultations

Comments from local residents

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

- o Noise level is unacceptable
- o The fence will not block out the noise
- o Eyesore, no effort has been made to encase the equipment
- o The addition of a noise impact report is unreliable
- o The air handling unit can not be properly measured when there are two jet washes in operation
- o The equipment can not be adequately measured within 1 hour as the use of the system varies.
- o The fence will not stop the noise travelling upwards towards the windows
- o Issues with staff parking
- o Ductwork not drawn to the correct scale and is actually bigger
- o Should be considered in conjunction with application 16/00594 which places excessive acoustic activity and adds additional nuisance to residential properties
- o Work carried out illegally and should be removed

Consultee Comments

Following submission of an acoustic assessment the Council's Environmental Health division has not raised objections to the application subject to installation of the acoustic fence around the plant fully in accordance with the submitted details and also subject to the following condition:

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

Once permitted, the acoustic fencing should be installed as early as possible.

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

7.15 (London Plan) Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Townscapes

Planning History

There is a detailed planning history associated with the application site, with details of application since 1983 summarised below.

85/00138/FUL - New body workshops together with renovations and alterations to existing buildings - Refused

88/02662/FUL - Detached building comprising body and paint workshop showroom and ancillary facilities together with canopy over used car sales area - Permission

91/00779/FUL - Change of use from workshop building to mot test centre - Permission

93/03083/FUL - Single storey extension to enlarge showroom and car preparation area - Permission

95/00379/FUL - Single storey extension to provide three vehicle valet bay - Refused

04/00343/FULL2 - Change of use to the display and sale of vehicles and alterations to existing boundary and landscaping treatment, use of land (formerly Larches Petrol Filling Station) for associated car parking for customers and staff - Refused

06/00853/VAR - Variation of condition 6 of permission ref 04/03446 to read 'No movement of vehicles for sale shall take place on the land coloured orange on Plan AR5 on any Sunday, Bank Holidays, Christmas Day or Good Friday or before 8.30am or after 6.30pm on any other day' - Approved

09/00521/FULL1 - Detached building for MOT workshop - Permission

13/04278/FULL1 - Erection of parapet cladding screen, elevational alterations, new entrance, relocation of wash/valet bays and alterations to site entrance and car park - Permission

15/00271/FULL1 - Installation of ventilation ductwork and air handling unit and instillation of acoustic fencing to enclose plant RETROSPECTIVE APPLICATION - Refused

15/01917/ADV - Three internally illuminated fascia signs and one part externally/part internally illuminated entrance sign (Signs A, B, D and E) - Refused

15/02218/FULL1 - Installation of new car washing building and installation of acoustic fencing adjacent to boundary with 11-15 Cudham Lane North - Refused

Application 15/00271/FULL1 was refused on the following grounds:

- The proposed air handling unit, by reason of its unacceptable level of noise generation and disturbance, would result in a detrimental impact upon the amenities of the adjoining neighbours thereby contrary to Policy BE1 of the Unitary Development Plan and 7.15 of the London Plan.

Application 16/00594/FULL1 is currently under consideration for a new car washing building and installation of an acoustic fencing adjacent to the boundary with 11-15 Cudham Lane North.

Conclusions

The main considerations in this case relate to the impact of the proposal on neighbouring amenity, with particular regard to being able to achieve satisfactory noise attenuation.

The application is a re-submission of that as previously refused (ref: 15/00271/FULL1), the following amendments have been submitted:

- Upgrade of the acoustic fencing to allow for a 16db reduction in noise.
- Agreement to the conditioning of fencing to the rear of 11-15 Cudham Lane North to alleviate concerns regarding aesthetical impact.

The application site forms a major local car dealership which also incorporates vehicle maintenance, within which various activities have been consolidated over recent years. Whilst this application is also being considered at the same time as one for a car wash facility (ref: 16/00594/FULL1.) the two applications should be considered on their own individual merits. In this case, retrospective permission is sought in respect of the plant and ducting situated to the SW corner of the main building within the site, which also incorporates the showroom. In addition, this application proposes the installation of acoustic fencing around the plant to provide noise attenuation.

A Sound Impact Assessment was undertaken which measured background noise levels around the site. The sound impact from the site was discussed with the Local Authority and it was agreed that, as far as practicable, the sound impact at the nearest sound sensitive locations should not exceed a level at 10 dB below the background sound level. Background sound levels at the nearest sound sensitive location have been measured and sound level measurements of the current car washing activities have been carried out.

The Sound Impact Assessment concluded that, on the basis of its measurements, the highest calculated rating level at the Nearest Sound Sensitive Location is 9 dB below the measurement background level, LA90, 1 hour, on the basis of mitigation measures, and therefore complies with the limits indicated by the Local Authority. Following consideration of this assessment, the Council's Environmental Health section has raised no objection to the application, subject to conditions that limit noise emissions, and for the installation of acoustic fencing around the plant. The Applicant within this application has voluntarily upgraded the fencing around the equipment to provide enhanced noise mitigation, over and above what is required in order for the scheme to be considered acceptable.

On the issue of visual amenity, whilst the proposed ducting is substantial in size, on balance it is considered that this is acceptable within the commercial context of the site and, furthermore, that its separation from neighbouring residential properties along Cudham Lane North (which incorporates a service road and

boundary fencing), provide a suitable buffer. The plant itself will be screened by the acoustic fencing and the Applicant has put forward a suggested condition that a close boarded timber fence to the rear of 11-15 Cudham Lane North could be erected to mitigate any further concerns regarding aesthetical impact.

It is reiterated to Members that there is no objection raised from Environmental Health with regard to noise or disturbance impact resulting from the development on neighbouring amenity.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 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 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.**

Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.

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

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

- 4 Details of 1.8m high fencing to be installed to the rear boundary of 11-15 Cudham Lane North shall be submitted and approved in writing within 6 months of the grant of planning permission.**

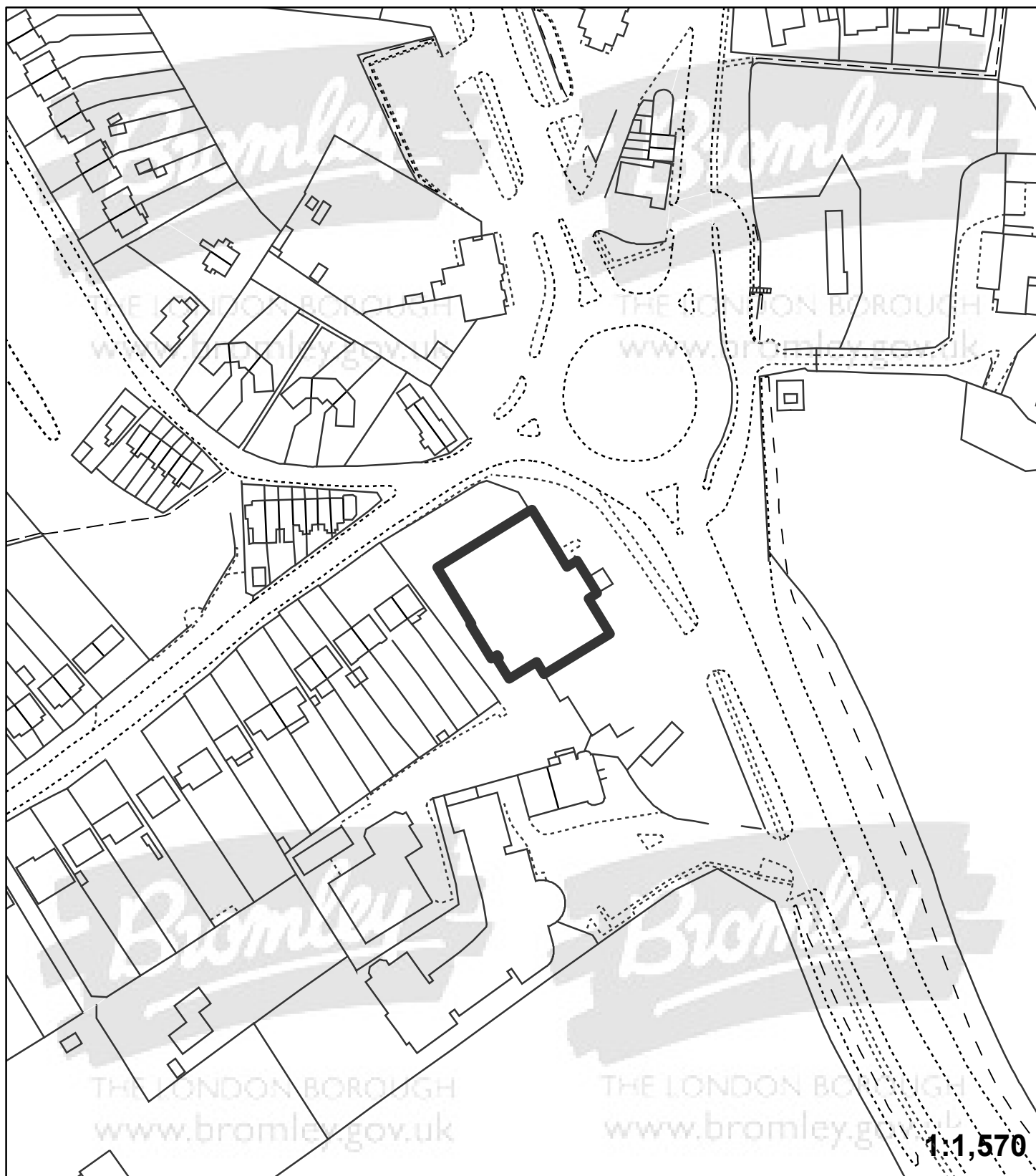
Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance and the visual amenities of the area and the adjoining residential properties.

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Application:16/01124/FULL1

Address: Bristol Street Motors Ltd Sevenoaks Road Pratts Bottom Orpington BR6 7LP

Proposal: Retrospective application for the installation of required ventilation ductwork , air handling unit and condensers, with a 2.7m high timber acoustic fence and gates around the plant.



"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 : 15/05248/FULL1

Ward:
Chislehurst

Address : The Orchard 1 Cricket Ground Road
Chislehurst BR7 5HD

OS Grid Ref: E: 543878 N: 169851

Applicant : Mrs Susan Andrews

Objections : YES

Description of Development:

Demolition of The Orchard and Orchard Cottage, retention of existing swimming pool building and garage, and erection of detached two storey 5 bedroom dwelling with accommodation in roofspace, integral double garage and one bedroom annexe on first floor (Plot A), and detached two storey 4 bedroom dwelling with accommodation in roofspace and integral double garage (Plot B)

Key designations:

Conservation Area: Chislehurst

Biggin Hill Safeguarding Area

Adjacent Green Belt

London City Airport Safeguarding

Smoke Control SCA 16

Proposal

It is proposed to demolish the existing buildings on the site known as The Orchard (a two storey 5 bedroom dwelling) and Orchard Cottage (a two storey two bedroom annexe currently used by the applicant's son), and erect a replacement dwelling within the northern half of the site (Plot A) which would link with the existing garage and swimming pool buildings which are to remain, along with a new dwelling within the southern half of the site (Plot B) adjacent to Lothlorien.

The dwelling on Plot A would have two storeys with accommodation provided within the roof space, and would comprise a 5 bedroom dwelling with a first floor one bedroom annexe accessed via a separate staircase to the rear of the kitchen/living areas. The dwelling would be set back a minimum 1.8m from the side boundary with Plot B, and would be set back a similar distance from Watts Lane to the north as the existing dwelling. It would use the northern of the two existing vehicular accesses to the site.

The dwelling on Plot B would also have two storeys with accommodation provided within the roof space, and would contain 4 bedrooms and an integral double garage. It would be set back 1.8m from the side boundary with Plot A, and would

maintain a separation of 2.8m from the southern flank boundary with Lothlorien. The dwelling would use an existing vehicular access from Cricket Ground Road.

The new dwellings would be set approximately in line with the dwellings to the south at Lothlorien and Shalimar leaving frontages of between 10-14m in depth.

Revised plans were submitted which reduced the width of the dwelling on Plot B by 1m to allow a greater separation to be provided to Lothlorien to the south, and decreased the amount of hard surfacing proposed at the front of both plots.

An Arboricultural Impact Assessment has been submitted to support the proposals.

Location

This site is located on the corner of Watts Lane and Cricket Ground Road, and measures 0.23ha in area. It lies within Chislehurst Conservation Area, and borders the Green Belt to the north and west. Four elm trees and a horse chestnut situated along the frontage of the site are protected.

The site is bounded to the south by a recently constructed detached two/three storey dwelling known as Lothlorien, and to the east by an access road leading to two dwellings known as Priestfield and Wellwood.

Consultations

Letters have been received from local residents who are concerned about the impact on trees and that secure boundary fencing is provided, whilst The Chislehurst Society considers that the proposals do not respect or complement the existing very generous spatial character of Cricket Ground Road.

A letter in support of the proposals has also been received from a local resident.

Comments from Consultees

No highways objections are raised to the proposals, subject to conditions requiring details of how construction vehicles would be accommodated within the site during the construction period, and ensuring that any damage to Cricket Ground Road caused by the construction is repaired.

The Advisory Panel for Conservation Areas raises objections to the loss of the existing building which is considered to make a positive contribution to the character of Cricket Ground Road and the Conservation Area generally, and considers that the proposals would be an overdevelopment of the site.

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

Planning Considerations

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

BE1 Design of New Development
BE11 Conservation Areas
G6 Land Adjoining Green Belt
H7 Housing Density & Design
H9 Side Space
T3 Parking
T18 Road Safety
NE7 Development and Trees

The NPPF is also an important consideration.

Conclusions

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

The existing house has been altered significantly since it was built, it lacks any real cohesion, and is considered to have low architectural merit and no historic merit. It is therefore considered to make only a neutral contribution to the Conservation Area, and its loss would not therefore be resisted.

The existing site is relatively large, and the proposed plot sizes would not be out of character with the pattern of development in the area. Therefore, the provision of two dwellings on the site is considered to be acceptable in principle.

The new dwellings would be set further back into their sites than the existing dwelling at The Orchard which would improve the setting of the development, and the overall size of the houses proposed would not appear overlarge for the size of the plots. The dwelling on Plot A would be set back a similar distance from the side boundary with Watts Lane as the existing dwelling, whilst the separation between the new dwellings on Plots A and B would be between 3.6-5.9m. The dwelling on Plot B would have a slightly lower roofline to its southern side adjacent to Lothlorien, and would maintain a separation to the southern flank boundary of 2.8m, with a separation of 3.8m provided to the adjacent dwelling at Lothlorien. The proposals are not, therefore, considered to appear unduly cramped within the street scene, nor detract from the spatial standards of this part of Chislehurst Conservation Area.

The design of the proposed houses uses traditional features such as weatherboarding, brick walling and sash windows which are generally considered to be sensitive to the surrounding area.

With regard to the impact on neighbouring properties, the dwelling on Plot B which would lie immediately to the north of Lothlorien would have a first floor bathroom window in the southern flank elevation, but this can be conditioned to be obscure glazed to prevent any loss of privacy. The new dwelling would project only

marginally beyond the rear elevation of Lothlorien at ground floor level only, and the amenities of the occupiers of this property are not therefore considered to be unduly affected.

The dwelling at Priestfield lies at the rear of the site next to the south-eastern corner of Plot B, and a good level of tree screening is currently provided to this boundary which would be retained. The proposals would not therefore have a detrimental impact on the amenities of those residents.

With regard to the trees on the site, the Tree Protection Plan and Arboricultural Method Statement submitted with the proposals are considered acceptable and demonstrate that important trees on the site would be adequately protected.

In conclusion, the proposals are considered to represent an acceptable form of redevelopment of this site which would not detract from the character and spatial standards of Chislehurst Conservation Area nor have a detrimental impact on residential amenity or on important trees on the site.

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 01.04.2016 06.04.2016 08.06.2016
RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 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** 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

- 5** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed 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** No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

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

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

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

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

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

7 Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the 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 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.

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

Reason: In order to comply with Policies H7 and BE1 of the Unitary Development Plan and to prevent overdevelopment of the site.

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

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

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

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

12 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.

13 The development shall be implemented in accordance with the Tree Protection Plan/Arboricultural Method Statement submitted and approved as part of the planning application, and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

Reason: To maintain the visual amenity of the area in accordance with Policy NE7 of the Unitary Development Plan.

14 The first floor one bedroom annexe to the dwelling on Plot A shall be used only by members of the household occupying the dwelling on Plot A, and shall not be severed to form a separate self-contained unit.

Reason: In order to comply with Policy H8 of the Unitary Development Plan, to ensure that the accommodation is not used separately and unassociated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings.

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

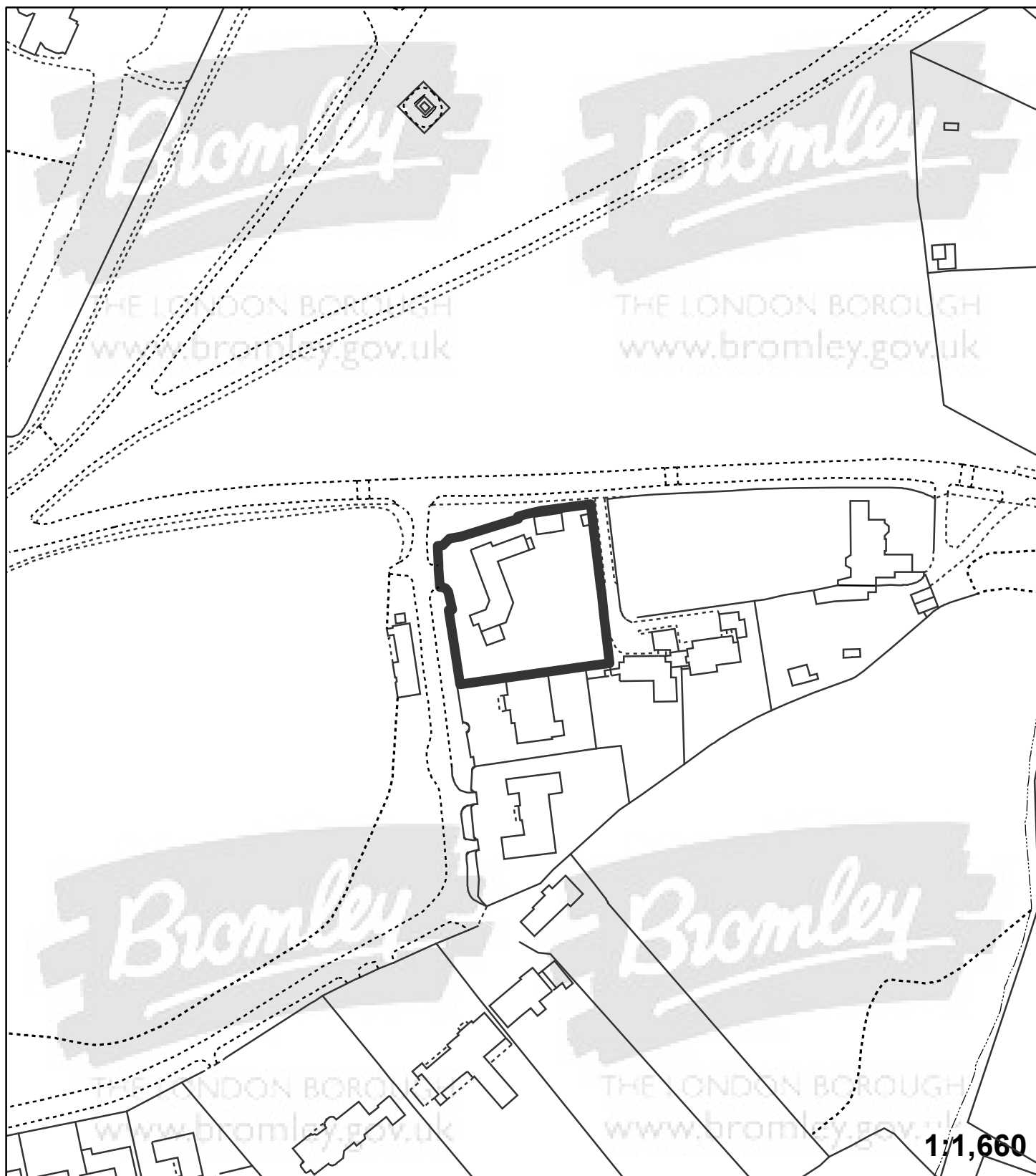
2 Before any works connected with the proposed development are undertaken within the limits of the street, you should obtain the agreement of the owner(s) of the subsoil upon which Cricket Ground Road is laid out.

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Application:15/05248/FULL1

Address: The Orchard 1 Cricket Ground Road Chislehurst BR7 5HD

Proposal: Demolition of The Orchard and Orchard Cottage, retention of existing swimming pool building and garage, and erection of detached two storey 5 bedroom dwelling with accommodation in roofspace, integral double garage and one bedroom annexe on first floor (Plot A), and



"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 : 16/00064/FULL1

Ward:
Farnborough And Crofton

Address : Recreation Ground Grasmere Avenue
Orpington

OS Grid Ref: E: 543663 N: 165192

Applicant : Mr Mark Lambourne

Objections : NO

Description of Development:

Proposed two lane cricket nets in association with Locksbottom Cricket Club.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
River Centre Line
Sites of Interest for Nat. Conservation
Smoke Control SCA 11
Urban Open Space

Proposal

The site itself is situated on an area of Urban Open Space located to the north-east of Willow Walk, on land known as Farnborough Recreational Ground. The siting of the proposed development is to the north of the existing cricket pavilion, within close proximity to the playground and car parking area.

The proposal relates to the erection of a two lane, fully enclosed, cricket net measuring 30m in length and 9.3m in width. The nets will stand 3.6m in height and will be constructed of a mesh type material. Security gates are proposed to the end of the nets. The nets are proposed to enhance the training facilities available to Locksbottom Cricket Club to allow for an all year round training facility. The cricket nets will be accessed over the existing playing fields and no hard-standing is proposed.

Consultations

Nearby properties were consulted of the application however no local responses were forthcoming.

Highways - No objection

Thames Water - No Objection

Drainage - No Objection

Environmental Health (Pollution) - The noise impact from the cricket nets is not considered to be significant given the distance from the neighbouring properties

Sport England - The proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

As part of the assessment of this application, Sport England has sought the views of the National Governing Body for Cricket: the England Cricket Board (ECB). ECB comment that:

- This club has grown its membership particularly its junior section and the installation of new practice facilities is part of this continued development
- The design is compliant with ECB specification TS6 - Technical Requirements and Performance Specification for non-Turf Cricket Pitches and Guidance Notes for Provision and Installation of Non-Turf Cricket Pitches and Net-Cage Facilities. As this is an open site, we are pleased to see the club has allowed for security fencing.
- The ECB supports the application as it fits into the Grow and Sustain strategy for this area of Met Kent.

Having assessed the application, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:

E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

This being the case, Sport England does not wish to raise an objection to this application. Sport England would also draw the Local Planning Authority's attention to ECB's support for this application.

Planning Considerations

Policy G8
Policy BE1
Policy NE7
Policy T3

With regard to this proposed development, The London Plan (2015) is also a material consideration, with reference to:

Policy 3.19 Sports Facilities
Policy 5.3 Sustainable design and construction

Policy 5.13 Sustainable drainage
Policy 6.13 Parking
Policy 7.4 Local character
Policy 7.16 Green Belt
Policy 7.5 Public Realm

With regard to the National Planning Policy Framework, paragraph 74 is also of particular note.

Planning History

There is no relevant planning history with regard to this site.

Conclusions

The site is located within an area of Urban Open Space, wherein there is a presumption against inappropriate development. Inappropriate development is, by definition, harmful to the Urban Open Space and should not be approved unless in conformity with Policy G8 of the Unitary Development Plan.

Policy G8 of the Unitary Development Plan states that proposals for built development in areas as defined on the Proposals Map as Urban Open Space, will be permitted only under the following circumstances:

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

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

The nature of the development is to enhance the outdoor recreational activities of the Urban Open Space with regard to Locksbottom Cricket Club that utilise the area on training and match days. Due to an increasing number of junior players joining the club, the Applicant wishes to replace an existing area of hardstanding which is currently used to practise bowling and batting.

The development relates to the existing use of the land as a cricket ground and is located within close proximity to the cricket pavilion, east of the recreational ground. The development is considered of a relatively small scale when compared to the size and scale of the site and will comprise of two joined cricket nets, 30m in length, 9.3m in width and 3.6m in height. In principle, the nature of the

development is considered compliant with policy G8 of the Unitary Development Plan which Members may find to be acceptable in that it supports the outdoor recreational use of the site, however this would be subject to the size, scale and design of the development.

Notwithstanding the principle of the development, the size and scale of the cricket nets would be prominent in terms of length and height when viewed from the east however they are to be located within a position close to the existing car parking area and cricket pavilion and will be viewed in tandem with the existing built development to the west of the recreation ground which mitigates this impact. The height of the structure has been reduced from that as submitted during pre-application negotiations, with the proposal now lying flush with the ground level - projecting to a maximum of 3.6m in height.

Some re-grading of the land is proposed in order for the cricket lanes to be level, however as the site as existing is relatively flat, the re-grading will see a reduction in ground levels by no more than 559mm at the furthest southern point, 331mm to the east and 260mm to the west. The banks which will be located around the perimeter of the cricket nets will be made on a 30 degree angle to a maximum height of 659mm. It is considered that due to the minor nature of the re-grading work and the size and scale of the recreation ground, the impact upon the metropolitan open land will be negligible and the openness of the site will be retained.

The security gates have been designed in order to protect the open nature of the site and retain views through to the open land due to their semi-opaque nature. Details of the management of the security gates will be reported verbally at committee. The nets are constructed of a mesh around a steel frame with an astro turf type material used as the flooring. If permission was to be forthcoming, the colouring of the mesh can be conditioned in order to mitigate the prominence of the structure within its open setting i.e. painted green. The nets as proposed are considered a prominent structure within the surrounding recreational ground however the nature of the materials allow for a degree of visibility to be maintained when viewing the recreation ground from the east of the site.

The proposed cricket lanes will be located at a considerable distance from neighbouring residential properties and there will be no adverse impacts in this regard. Environmental Health raise no objection to the noise from the cricket nets due to the distance from residential properties.

No highways objections have been forthcoming.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would provide an essential sporting facility which would not result in a significant loss of openness to the Urban Open Space nor impact detrimentally on the character of the area, residential amenity nor wider highways.

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 all external materials shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.**

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

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

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

- 4 No floodlights or hardstanding (ie pathways) shall be installed or used in association with the development to which this permission relates without the prior approval in writing by the Local Planning Authority.**

Reason: In the interest of the amenities of nearby properties and the visual amenities of the area and to accord with Policies BE1 and G8 of the Unitary Development Plan.

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Application: 16/00064/FULL1

Address: Recreation Ground Grasmere Avenue Orpington

Proposal: Proposed two lane cricket nets in association with Locksbottom Cricket Club.



"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 : 16/00192/FULL1

Ward:
Petts Wood And Knoll

Address : 5 Station Square Petts Wood Orpington
BR5 1LY

OS Grid Ref: E: 544490 N: 167700

Applicant : Mr J Mazloum

Objections : NO

Description of Development:

Use of front area to place tables and chairs for the consumption of hot food and drinks. RETROSPECTIVE APPLICATION

Key designations:

Conservation Area: Station Square Petts Wood
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Primary Shopping Frontage
Smoke Control SCA 4

Proposal

The application site is a restaurant (Class A3) located on the eastern side of Station Square. The site falls within the Station Square Petts Wood Conservation Area and is designated a Primary Shopping Frontage.

Permission is sought for the use of the front area to place tables and chairs for the consumption of hot food and drinks. Whilst the placing of tables and chairs on a private forecourt will not normally require planning permission, the placing of tables and chairs on land that is deemed to be public highway is considered to represent a material change of use of the land concerned and therefore planning permission is required.

From visiting the site, the frontage already appears to be used for seating therefore this application is retrospective.

Consultations

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

The Conservation Officer comments can be summarised as follows:

- Article 4 pending requesting permission for outside seating
- Costa next door already has seating outside, as does this unit but not with the benefit of planning permission

- SPG does not provide any relevant guidance in relation to seating. In other areas, such as East Street, the Council is encouraging this arrangement.

The Highways Officer comments can be summarised as follows:

- The forecourt may be considered a public highway under common law and as such this proposal would require a street café licence
- Subject to any necessary licence being granted, no objection from a highways perspective.
- Appears to have been in use since at least 2012
- Recommend conditions regarding licencing

The Advisory Panel for Conservation Areas, (APCA) were consulted on the application and their comments can be summarised as follows:

- It would introduce unnecessary clutter and congestion in this busy part of the Conservation Area and shopping centre
- Thus detracting from the character of the Conservation Area

Planning Considerations

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

BE1 Design of New Development
 BE11 Conservation Areas
 BE19 Shopfronts
 S1 Primary Frontages
 S9 Food And Drink Premises
 T3 Parking
 T18 Road Safety

The site has been subject to previous planning applications:

- 09/00616/FULL2 - Change of use from retail (use Class A1) to restaurant (use Class A3) including New shopfront - Refused 01.06.2009
- 10/00972/FULL2 - Change of use from vacant retail unit (Class A1) to restaurant (Class A3) and new shopfront - Permitted 24.05.2010
- 10/02866/ADV - Internally illuminated fascia sign and externally illuminated projecting box sign - Consent Granted 09.11.2010
- 13/00708/ADV - Externally illuminated fascia sign, internally illuminated projecting box sign and non illuminated awning sign (RETROSPECTIVE APPLICATION) - Consent Granted 08.05.2013
- 15/00972/VAR - Variation of condition 3 of permission 10/00972 to allow opening hours from 11am to 00:00 Mondays to Saturdays and from 11am to 23:30 Sundays and Bank Holidays - Refused 13.05.2015
- 10/00972/AMD - Non-Material Amendment: Use of front area to place tables and chairs for the consumption of hot food and drinks - Amendment requires planning permission 14.04.2015

Conclusions

the main issues relating to the application are the effect that it would have on the character of the Station Square Petts Wood Conservation Area, pedestrian safety and the amenities of the occupants of surrounding residential properties.

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

Permission was granted for the change of use from vacant retail unit (Class A1) to restaurant (Class A3) under planning reference 10/00972/FULL2. A non-material amendment was submitted to the Council in March 2015 (ref: 10/00972/AMD) seeking to include the use of the frontage for seating, however it was considered a material change and planning permission was required.

The proposed area of frontage will be 3m deep and 7.65m wide to provide space for tables and chairs for the consumption of hot food and drinks.

From visiting the site it was noted that the frontage is currently being used for seating therefore this application is retrospective. Furthermore the adjoining property No.3, currently Costa, and a property opposite, No.6, have existing seating located on the frontage. The proposed seating has been designed to match the depth of Costa and will still allow for a significant level of space for passing pedestrians to utilise the remaining area of footpath. Concerns have been raised as the site is located within Station Square Petts Wood Conservation Area and the proposal may result in clutter however it is considered that it will not be harmful to the visual appearance of the streetscene nor will it interfere with the free flow of pedestrian movement.

From a highways perspective, no objection is raised. It is noted that the area may be considered public highway therefore would require a street café license.

It is noted that the site is located within an Article 4 designation, however this does not come into effect until 16th June 2016. The Article 4 will prevent the following:

1. The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure, being development comprised within Class A of Part 2 of Schedule 2 to the said Order, and
2. The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purposes referred to in paragraph B.2, and the provision on the land of any moveable structure for the purposes of the permitted use, being development comprised within Class B of Part 4 of Schedule 2 to the said Order.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a detrimental impact on pedestrian safety nor would it impact on the character and appearance of this part

of the Station Square Petts Wood Conservation Area. The proposal would not impact on the amenities of neighbouring residential properties.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

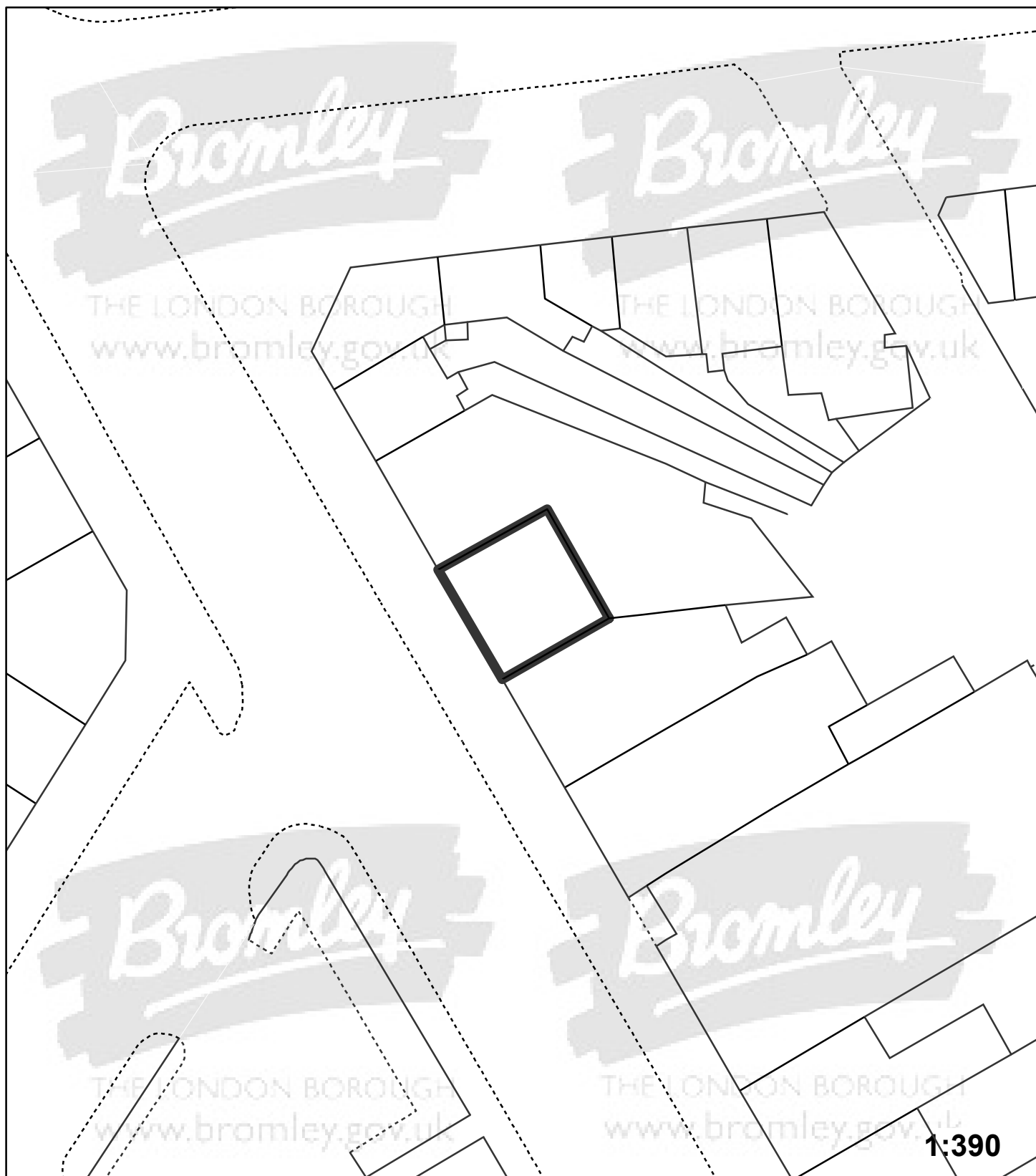
- 2 The use hereby permitted shall not be commenced until a street café licence under the Highways Act 1980 has been issued by the Council.**

Reason: In the interests of the free flow of pedestrian traffic and highway safety.

Application:16/00192/FULL1

Address: 5 Station Square Petts Wood Orpington BR5 1LY

Proposal: Use of front area to place tables and chairs for the consumption of hot food and drinks. 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 : 16/00538/FULL6

Ward:
Orpington

Address : 20 Bark Hart Road Orpington BR6 0QD

OS Grid Ref: E: 546747 N: 166371

Applicant : Mr Patrick Murphy

Objections : NO

Description of Development:

First floor side/rear extension and alterations to single storey rear extension roof

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 29

Proposal

The application seeks permission for the addition of a first floor side/rear extension and for alterations to the roof of the existing single storey rear element. The first floor side extension would have a depth of approximately 12m, projecting 2.8m beyond the existing first floor rear projection. It would have a width of approximately 2.075m when viewed from the front of the property, and would wrap around the rear of the existing property where it would have a width of 3.1m. The proposal also includes the addition of a pitched roof to the existing single storey rear element that would incorporate two rooflights.

Location

The application site hosts a two storey semi-detached dwelling located on the northern side of Bark Hart Road, close to the junction with Lodge Crescent. The site is not located within a conservation area, nor is it listed.

Consultations

Comments from Local Residents

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

Planning Considerations

Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Planning History

The property has no previous planning history.

Conclusions

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

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

The first floor side extension would have a depth of approximately 12m and would project 2.8m beyond the existing first floor rear projection. It would have a width of approximately 2.075m when viewed from the front of the property, and would wrap around the rear of the existing property where it would have a width of 3.1m. The proposal also includes the addition of a pitched roof to the existing single storey rear element that would incorporate two rooflights.

The first floor addition would be sited approximately 3m from the boundary with No.22, and is therefore not considered to have a significant impact with regards to loss of light or outlook. Furthermore, the facing flank wall is blank and as such the proposal would not result in any loss of privacy for this neighbour. The addition of a pitched roof to the existing single storey element would increase the maximum height of this roof by 0.9m, however this would pitch down to retain a similar eaves height to existing. The pitched roof would therefore not have a significant impact on the amenities of the neighbouring property.

The neighbour at No.18 currently benefits from a similar first floor extension which does not project beyond the rear of the dwelling. The proposed extension at No.20 would project 2.8m further to the rear. Given the orientation of the sites and the relatively modest rear projection, the proposal would not be considered to have a significant impact on No.18 with regards to loss of light or outlook. The flank wall of the proposed first floor extension would contain four windows which are all indicated to be obscure glazed. As such the extension would not result in any potential overlooking or loss of privacy for the neighbouring properties.

There are many examples of similar extensions within close proximity to the application site, including both of the neighbouring properties. The first floor extension would be set back slightly from the front of the property and the roof would pitch away from the front. The extension is to be tiled in order to match the existing appearance of the other extensions nearby and therefore whilst the materials would not match the existing dwelling it would not be considered to be out of character of the area. The proposal is therefore not considered to cause significant harm to the streetscene.

Policy H9 requires a minimum of 1m side space to be provided for proposals of two or more storeys in height, and this should be retained for the full height and length of the flank wall or building. It is indicated that a 1m side space would be provided at first floor level, however there is only an existing side space of 0.92m from the existing ground floor element.

In this case Policy H9 would therefore not strictly be adhered to, however the proposal would not result in the host dwelling being extended to the side at ground floor level. The existing side space of 0.92m would therefore be retained, and 1m is provided at first floor level. Given that there are numerous examples of similar proposals within close proximity and that the extension would not cause a detrimental impact on the street scene or neighbouring properties, it is considered an acceptable addition to the host dwelling.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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

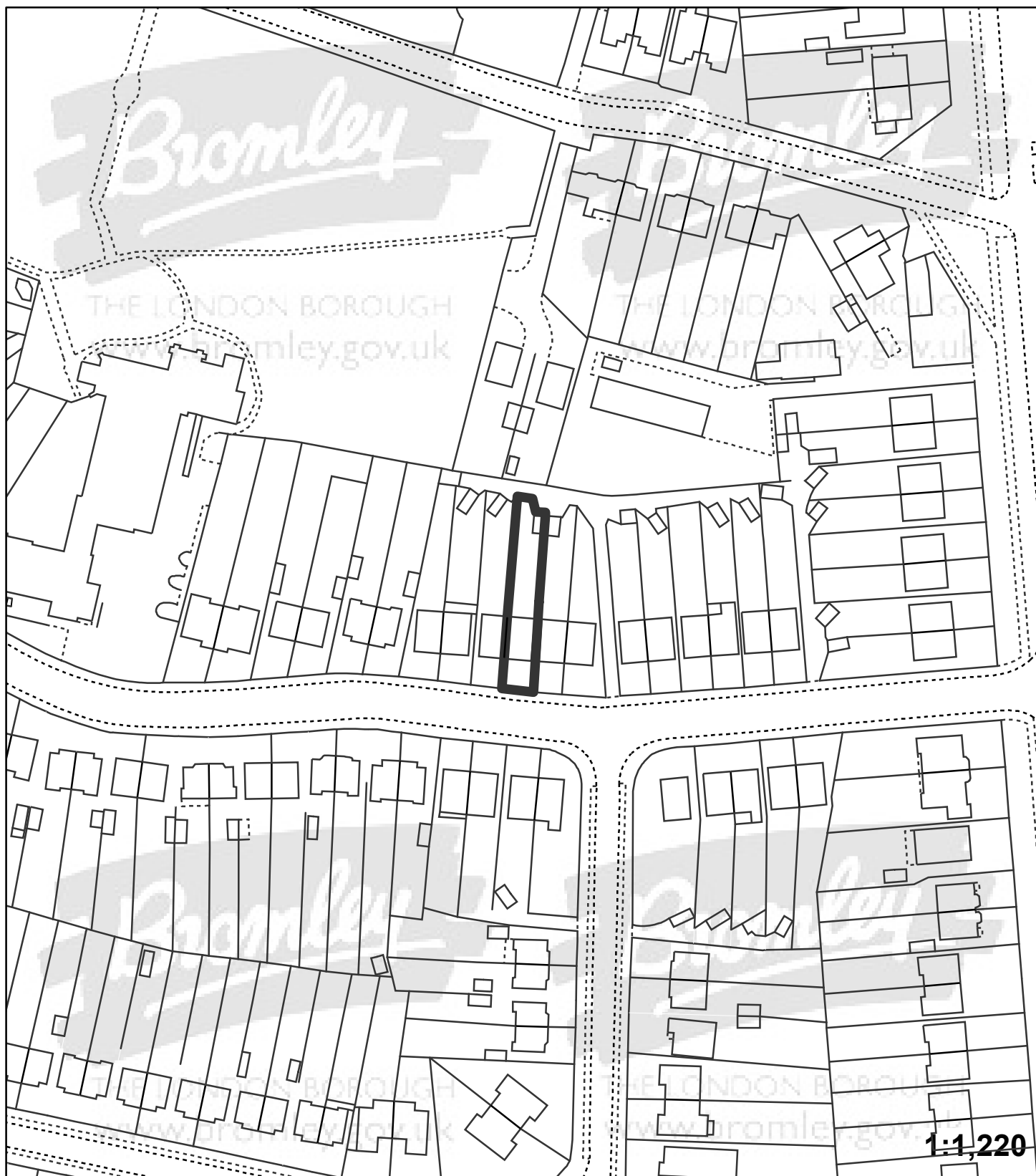
- 4 No windows or doors shall at any time be inserted in the first floor flank elevation(s) of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

Application: 16/00538/FULL6

Address: 20 Bark Hart Road Orpington BR6 0QD

Proposal: First floor side/rear extension and alterations to single storey rear extension roof



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

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

Application No : 16/00605/FULL6

Ward:
Hayes And Coney Hall

Address : 1 Hayes Close Hayes Bromley BR2 7BZ

OS Grid Ref: E: 540356 N: 165628

Applicant : Mr Hamish Garnett

Objections : NO

Description of Development:

Part one/part two-storey side and rear extension

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Sites of Interest for Nat. Conservation
Smoke Control SCA 51

Proposal

The application seeks consent for the construction of a part one/part two-storey side and rear extension.

The proposed side extension would be located above an existing garage at first floor level. It would measure 7.2m in depth but is set back from the front elevation by 7.5m. The proposal would incorporate a part flat/part pitched roof.

The proposed two-storey extension at the rear would measure 3m in depth and a width of 4.2m. It would also include a part flat/part pitched roof.

The proposed single-storey extension would be located to the rear of the property and would have a depth which is ranges between 2.9m and 4.3m. It would incorporate a pitched roof with an eaves height of 2.3m.

Location

The application relates to a detached two-storey single family dwelling. The property is located on the west side of Hayes Close, which is a small unmade road access from Common Road. Running immediately along the northern boundary of the site there is a private access road leading to a detached dwelling, known as the Dormers. The application property benefits from off-street parking and a large rear garden measuring approximately 55m in depth.

To the north of the access road there are the Grade II Listed Priory Hospital and the Bromley, Hayes and Keston Commons Conservation Area. Immediately to the rear of the site is a Site of Nature Conservation Importance.

Consultations

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

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

SPG 1 General Design Principals
SPG 2 Residential Design Guidance

No relevant planning history

Conclusions

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

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

Design

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development.

Policy H9 requires proposals of two or more storeys in height to be a minimum of 1m from the side boundary. However, H9(ii) states that 'where higher standards of separation already existing in residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties'. Para 4.48 explains that the Council consider it important to 'prevent a cramped appearance and is necessary to protect the high spatial standards and visual amenity which characterise many of the Borough's residential areas'.

The proposed side extension would sit above an existing garage, which is flush with the property boundary and would therefore fail to comply with the requirements of Policy H9. However, Policy H9 seeks to prevent terracing and a cramped appearance, ensuring the protection of the spatial standards of an area. The proposal has been set back considerably from the front elevation and is therefore considered to be subservient in appearance. The property itself is detached, and located on a small unmade road. Its visibility within the wider locality is therefore reduced. The side addition would abut a private access road, which leads onto the Dormers set towards to the rear. However, to the north of the site, the area is open and includes the grounds of Hayes Grove Nursing Home. In this case, whilst it is acknowledged that the proposal fails to comply with Policy H9, the size, set back and location of the proposed extension in relation to neighbouring buildings and access road would not result in terracing or harm the spatial qualities of the locality.

The proposal would also see the construction of a first floor rear extension and single-storey rear extension. The proposed first floor extension is considered to be of an acceptable scale in relation to the host dwelling and would include a part flat/part pitched roof. Its location would have limited impact on the character and appearance of the locality.

The proposed single-storey rear extension would have limited impact on the public realm and is generally considered to be an acceptable alteration in relation to its scale and design. The rear garden can easily accommodate the proposal and ample amenity space would remain.

Neighbouring amenity

Policy BE1 seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The main impact of the proposal would be on immediate neighbouring occupiers.

No 2 Hayes Close is located to the south of the application site. The application property is set back from the front elevation of No 2, meaning the dwelling and rear building line of the application property project beyond the rear of No 2. The application property is also set at a slight angle away from No 2 and includes a tapering side boundary. The primary impact of the proposal would come from the first floor rear extension and single-storey extension. However, the visual harm is mitigated to a degree by the orientation of the dwelling, and tapering nature of the boundary. The separation distance between the boundary and the development increases towards the rear as a result of this arrangement. The proposed additions would add a degree of additional bulk, however when taking into account the existing building arrangement, orientation and size of the rear garden, it is considered that the proposal would not result in significant harm to the visual amenities of No 2, including no loss of light or overshadowing.

Immediately to the north of the site, and adjacent to the proposed two-storey side addition, there is a private access road, which leads to a residential property known as the Dormers. The location of the development in relation to this dwelling would not result in significant harm to the visual amenities of the property or a loss of light or overshadowing.

The design of the proposal and fenestration arrangement would not result in any additional overlooking or a loss of privacy which goes beyond the current situation.

Trees

Policy NE7 Development and Trees states that proposals should take particular account of existing trees on the site or adjoining the land, which in the interests of visual amenity and/or wildlife habitat are considered desirable to be retained. There are a number of trees located along the northern boundary of the site. The applicant has indicated that two trees T2 and T3, which are located beyond the boundary, would need to be removed. Whilst this is regrettable, there are a number of other mature trees within the close proximity which would reduce the visual harm. The Council's Arboriculture officer has reviewed the plans and raised no objections. Therefore on balance the impact on off-site trees is considered acceptable.

Having had regard to the above it was considered that the development in the manner proposed is not acceptable in that it would result in a loss of amenity to local residents.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

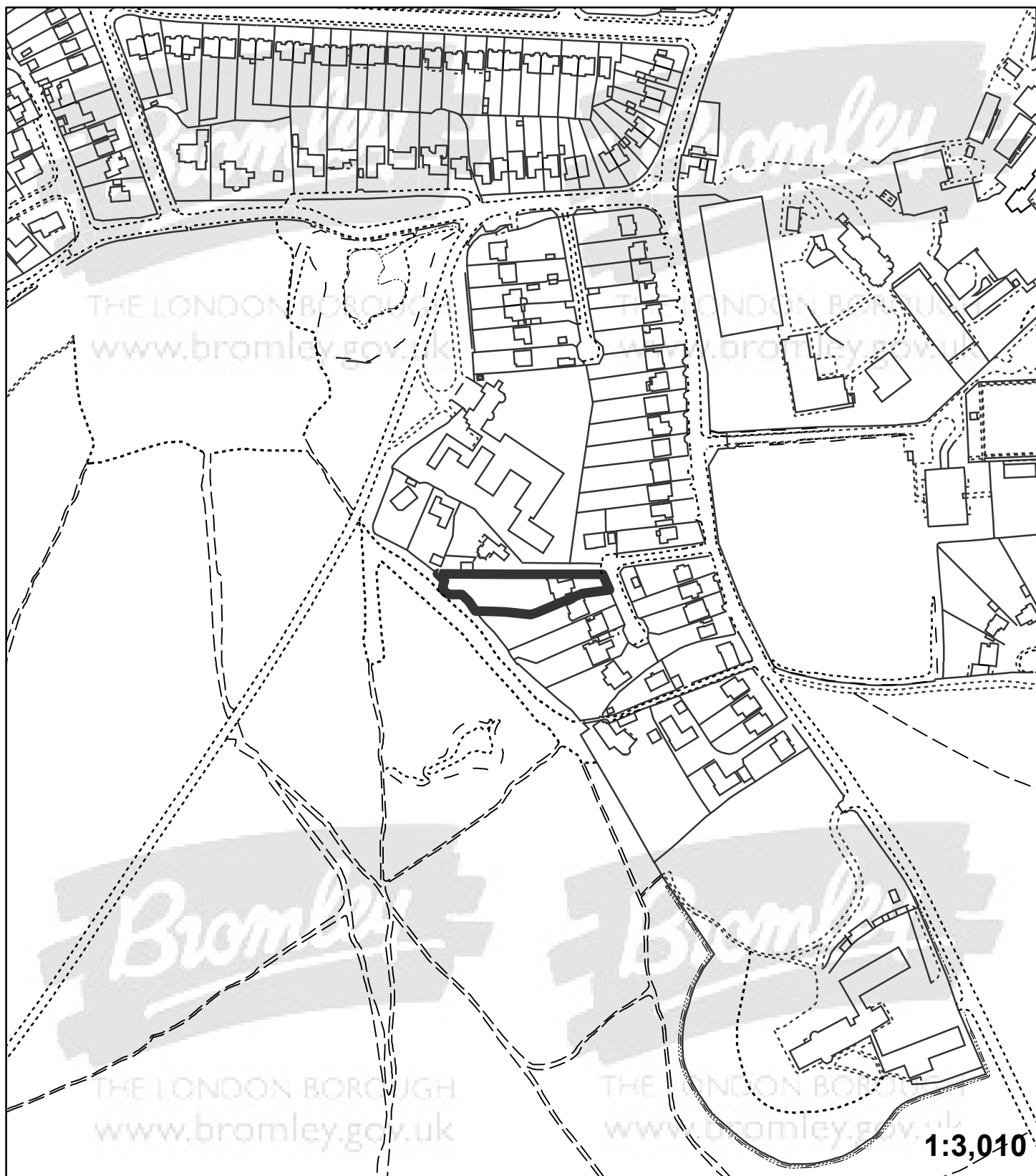
REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

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Application:16/00605/FULL6

Address: 1 Hayes Close Hayes Bromley BR2 7BZ

Proposal: Part one/part two-storey side and rear extension



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

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

Application No : 16/00634/OUT

Ward:
Farnborough And Crofton

Address : 39 Oregon Square Orpington BR6 8BH

OS Grid Ref: E: 544741 N: 165978

Applicant : Portland Property Prtnership

Objections : YES

Description of Development:

Demolition of Nos. 39 and 41 Oregon Square and retention of No 43, and erection of 8 dwellings comprising 3 pairs of semi-detached dwellings and 2 detached dwellings with associated access road and car parking (Outline)

Key designations:

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

Proposal

Outline permission is sought for the demolition of Nos. 39 and 41 and the erection of a total of 8 dwellings on the site, 6 of which would be semi-detached and the other 2 detached, and would comprise a mixture of bungalows with accommodation in the roof at the front of the site, and two storey dwellings towards the rear. Only the landscaping details are reserved for subsequent approval.

The proposals are identical to a scheme which was allowed on appeal in 2012 (ref.11/01172), but has not been implemented (the permission expired on 6th July 2015). Full permission was originally granted by the Council in July 2011 under ref.11/01172, subject to a number of conditions against which the applicant appealed, thus the subsequent permission that was granted on appeal was dated 6th July 2012, gave 3 years for implementation, and was subject to 13 conditions.

Location

Oregon Square is largely characterised by semi-detached bungalows, the exceptions being 6 two storey detached houses on the northern side of the Square and a number of detached bungalows.

The proposed site measures 0.2673ha and comprises the complete curtilages of Nos. 39 and 41 Oregon Square and a large part of the rear garden of No.43. It forms a corner plot and backs onto the long rear gardens of houses on Crofton Road to the south and Crofton Lane to the west.

Consultations

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

- * two storey dwellings are out of keeping with the area
- * loss of privacy, light and outlook to neighbouring properties
- * will cause traffic and parking problems
- * hazardous access on the bend
- * disturbance to wildlife
- * disruption to residents during construction works.

Comments from Consultees

Highways comment that although the current layout has previously been allowed on appeal, a number of improvements would be desirable, including increasing the width of the carriageway to 4.8m, and extending the parking areas for Plots 1 and 2 and the existing dwelling at No.43 in order to accommodate 2 cars each. Also, the current refuse vehicles used in the Borough are 10.3m in length, therefore swept paths should be provided for the access and turning head.

Highways further comment that it is not clear if the road is going to be offered for adoption, and that a Stage 1 Road Safety Audit should be provided for the access layout or full access road accordingly. They also point out that the moving of any street furniture required by the works would be at the applicant's expense.

No significant trees would be affected by the proposals.

No drainage concerns are raised, and Thames Water have raised no objections.

Planning Considerations

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

BE1 Design of New Development
H7 Housing Density and Design
T3 Parking
T11 New Accesses

The National Planning Policy Framework is also relevant.

Planning History

Permission was refused in 2005 (ref.05/01878) for 9 dwellings on the site, and the subsequent appeal was dismissed in April 2006, due to the detrimental impact of the dwellings on Plots 5 and 9 on Nos.37 and 43 Oregon Square respectively. However, he did consider that the visual impact of the scheme was acceptable in

the street scene and that the variety of house types and heights (lower on Oregon Square and higher towards the rear) resulted in a good design solution, and would not harm the character and appearance of Oregon Square.

Permission was refused in 2007 (ref.07/02206) for a scheme of 8 dwellings on grounds relating to the overdevelopment of the site and the impact of the dwelling on Plot 5 on the amenities of No.37 Oregon Square, but it was subsequently allowed on appeal in July 2008.

Permissions were granted in 2011 for revisions to 07/02206 (under ref.11/01172) and to extend the time period for implementation of the original scheme (under ref.11/02254). Appeals against the imposition of some of the conditions attached to these permissions were allowed on 6th July 2012, but both permissions have now expired.

Conclusions

The main issues in this case are the impact of the proposals on the character of the surrounding area, on the amenities of neighbouring residential properties, and on parking and traffic in adjacent roads, whilst having regard to previous permissions that have been granted for the same scheme.

The current proposals are effectively a renewal of the previous scheme permitted under ref.11/01172 (albeit that permission expired almost a year ago), and the plans submitted are identical to those that were granted on appeal in July 2012. The proposals would have a density of 30 dwellings per hectare which would fall at the lower end of the density thresholds set out in the 2015 London Plan, and site circumstances have not changed since the Appeal Inspector allowed the proposals.

On balance, it is considered that there have been no material changes in Council or Government policy relating to these proposals which would now warrant a refusal. Given that the scheme has not changed in any way since the most recent permission, it would be inappropriate to attach any additional conditions to those previously imposed by the Inspector in 2012, apart from adapting them where necessary to relate to the outline rather than full permission currently sought.

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 (i) Details relating to the landscaping shall be submitted to and approved by the Local Planning Authority before any development is commenced.**

(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.

(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in accordance with the following approved plans: 0145/SL/10 (04.03.11); 0145/P1&2/10 (04.03.11); 0145/P3&4/10 (04.03.11); 0145/P5/10A (24.03.11); 0145/P6/10 (24.03.11); 0145/P7&8/10 (10.03.11); and 0145/LP/02.

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 The landscaping details submitted in accordance with condition 1 (details required) shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. The soft landscape works shall be carried out in accordance with the approved details. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

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

4 No development shall take place until full details of hard landscape works have been submitted to and approved in writing by the local planning authority. These details shall include: proposed finished levels or contours; and hard surfacing materials. Hard landscape works, including driveways and the shared accessway shall be completed in accordance with the approved details prior to the first occupation of the buildings hereby approved. The completed driveways hereby permitted shall thereafter be kept available for the parking of motor vehicles at all times.

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

- 5 Notwithstanding condition no.2, no development shall take place until details of all boundary treatments to be erected within the site have been submitted to and approved in writing by the local planning authority. The details shall include: the positions, type, design and materials of the boundary treatments to be erected. The boundary treatments shall be completed in accordance with the approved details prior to the first occupation of the buildings hereby approved and shall thereafter be retained as erected.**

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.

- 6 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.**

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

- 7 No development shall take place until details of a scheme to light the shared accessway hereby permitted have been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the buildings hereby permitted and the lighting scheme shall be permanently retained thereafter.**

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

- 8 No development shall take place until details of the facilities which shall be made available during the construction phase of the development hereby permitted for the vehicles of operatives and construction vehicles to off-load, park and turn within the site have been submitted to and approved in writing by the local planning authority. These facilities shall be provided in accordance with the approved details.**

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.

9 No development shall take place until details of a surface water drainage scheme for the application site have been submitted to and approved in writing by the local planning authority. Surface water drainage shall be completed in accordance with the approved scheme prior to the first occupation of the buildings hereby approved and shall be permanently retained thereafter.

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

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that 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 curtilages of the dwellings hereby permitted on Plots 1-4 without the prior approval in writing of the local planning authority.

Reason: In order to comply with Policies H7 and BE1 of the Unitary Development Plan and to prevent overdevelopment of the site.

11 Prior to the first occupation of the dwellings hereby permitted, the part of the eastern sightline of 2.4 metres x 90 metres from the site entrance which can be accommodated within the site shall be provided in an easterly direction from the site entrance, and no obstruction to that sightline within the site shall exceed 1.0 metre in height. These arrangements shall be permanently maintained 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.

12 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order) no windows/dormer windows other than those expressly authorised by this permission shall be constructed on the flank elevation of Plot 1 or the rear roof elevations of Plots 3, 4 or 5.

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

13 If, when carrying out the development hereby approved, contamination not previously identified is found to be present at the application site, then, unless otherwise agreed in writing by the local planning authority, no further development shall be carried out until a remediation strategy, detailing how the unexpected contamination shall be dealt with, has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be

implemented as approved. Upon completion of the measures identified in the approved remediation scheme and prior to the first occupation of the dwellings hereby permitted, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the local planning authority.

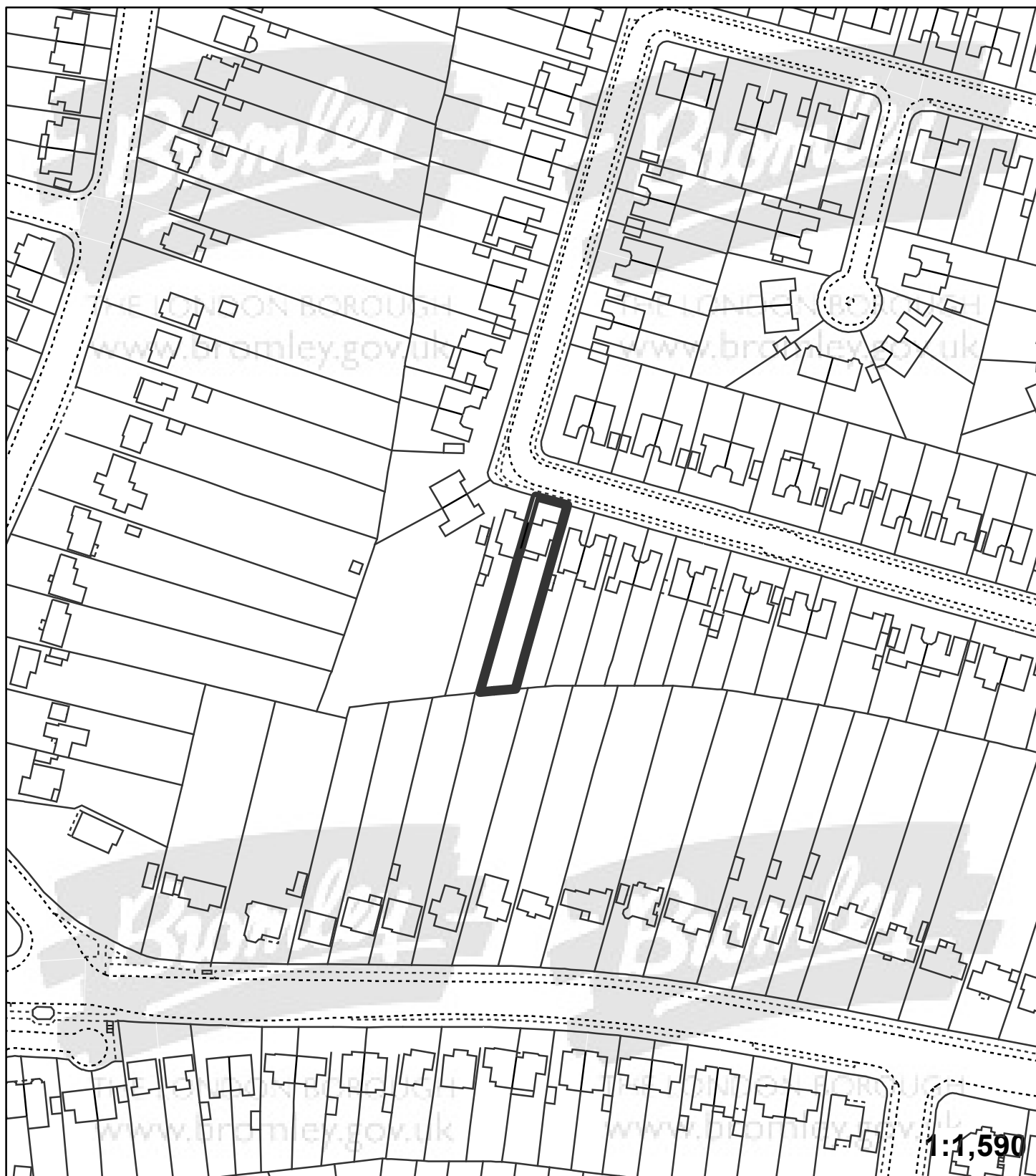
Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

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Application:16/00634/OUT

Address: 39 Oregon Square Orpington BR6 8BH

Proposal: Demolition of Nos. 39 and 41 Oregon Square and retention of No 43, and erection of 8 dwellings comprising 3 pairs of semi-detached dwellings and 2 detached dwellings with associated access road and car parking (Outline)



"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 : 16/00728/FULL6

Ward:
Bickley

Address : Greenwood Bickley Park Road Bickley
Bromley BR1 2AT

OS Grid Ref: E: 542475 N: 168904

Applicant : Mr D Hancock

Objections : NO

Description of Development:

Demolition of existing store/shed and erection of replacement garden shed

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10
Smoke Control SCA 13
Smoke Control SCA 12

Proposal

Permission was refused in May 2015 under ref.15/00331 for two outbuildings at the rear of this property which comprised a partly built shed/store in the south-eastern corner of the garden, and a proposed pool plant room in the south-western corner. The proposals were dismissed on appeal in October 2015.

Permission is now sought for the replacement of the partly built shed/store with a smaller shed located on part of the existing footprint. The existing shed/store is set back 0.4m from the side and rear boundaries of the site, and measures 5m x 3.7m, with a maximum roof height of 2.8m. The replacement shed would measure 4m x 2m, and would be set back 1.9m from the southern rear boundary of the site, and 1.8m from the eastern side boundary. The maximum height of the roof of the shed would be 2.4m.

Location

The application site is located to the southern edge of Bickley Park Road with the cricket ground opposite. The site is occupied by a large two storey detached dwelling which is of a comparable size and style to those in the vicinity and which was permitted in 2009. The site lies within Bickley Area of Special Residential Character (ASRC).

Consultations

No letters of objection have been received from third parties to date.

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 existing dwelling was granted permission under ref.09/01573, pursuant inter alia to condition 3 which removes permitted development rights for extensions or outbuildings.

A number of applications for a detached dwelling within the rear garden were refused under refs.07/02856, 08/02804 and 10/01837, and were subsequently dismissed at appeal.

Permission was refused in September 2013 (ref.13/02092) for a two storey side extension, a single storey rear extension and the change of use to a house in multiple occupation on grounds relating to the over-intensification of the existing property, and the resulting harm to the established residential character of the area.

Permission was refused in March 2014 (ref.13/04243) for a single storey side/rear extension and an outbuilding to the rear to be used as a gym/play/store on grounds relating to an overdevelopment of the site, and the harm caused to the character and spatial standards of the ASRC. However, these proposals were allowed on appeal in June 2014, and construction of the detached outbuilding is nearing completion.

Permission was refused in February 2015 (ref.14/04292) for a two storey side and single storey rear extension with a swimming pool to rear on grounds relating to an overdevelopment of the site, and harm to the character and appearance of the ASRC. However, the appeal was allowed in May 2015.

Part retrospective permission was refused in May 2015 (ref.15/00331) for two outbuildings at the rear to provide a store/shed and pool plant room on the following grounds:

"The outbuildings would add to the considerable amount of development, including extensions, that has been permitted at this site, and the cumulative effect of this development would be detrimental to the overall character and appearance of the area and the character and spatial standards of Bickley Area of Special Residential Character, contrary to Policy H10 of the Unitary Development Plan."

The subsequent appeal was dismissed in October 2015.

Conclusions

The main issues in this case are the impact of the proposed replacement shed on the character and appearance of Bickley Area of Special Residential Character and on the amenities of neighbouring residential properties.

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.

In dismissing the previous appeal for the partially built store/shed and the proposed pool plant room, the Inspector considered that although the outbuildings would not be visible from the public realm, the shed/store occupied much of the space between the existing outbuilding and the side and rear boundaries of the site which gives rise to a cramped appearance. She commented that the existing large outbuilding that was previously allowed on appeal provided gaps of 4m to the side and rear boundaries which ensured that the spaciousness of the area would be retained, and was therefore concerned that the introduction of two further buildings in areas that were previously undeveloped would encroach on the gaps between the rear gardens, and would not allow space for boundary vegetation.

The current proposals are for a smaller shed only within the south-eastern corner of the garden (the pool plant room is no longer proposed), and the separations to the side and rear boundaries would be increased by 1.4-1.5m. The height of the shed would also be reduced, and Members may now consider that sufficient separation to the boundaries has now been provided such that the spaciousness of the area would not be unduly compromised.

With regard to the impact on neighbouring properties, the shed would be 2.4m high and would be set back 1.9m from the boundary with No.4 Charlotte Park Avenue, and 1.8m from the boundary with Balaton, Bickley Park Road. The shed would be a reasonable distance away from the nearest residential properties, and it is not therefore considered to result in significant loss of light, privacy or prospect to neighbouring properties.

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

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

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

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

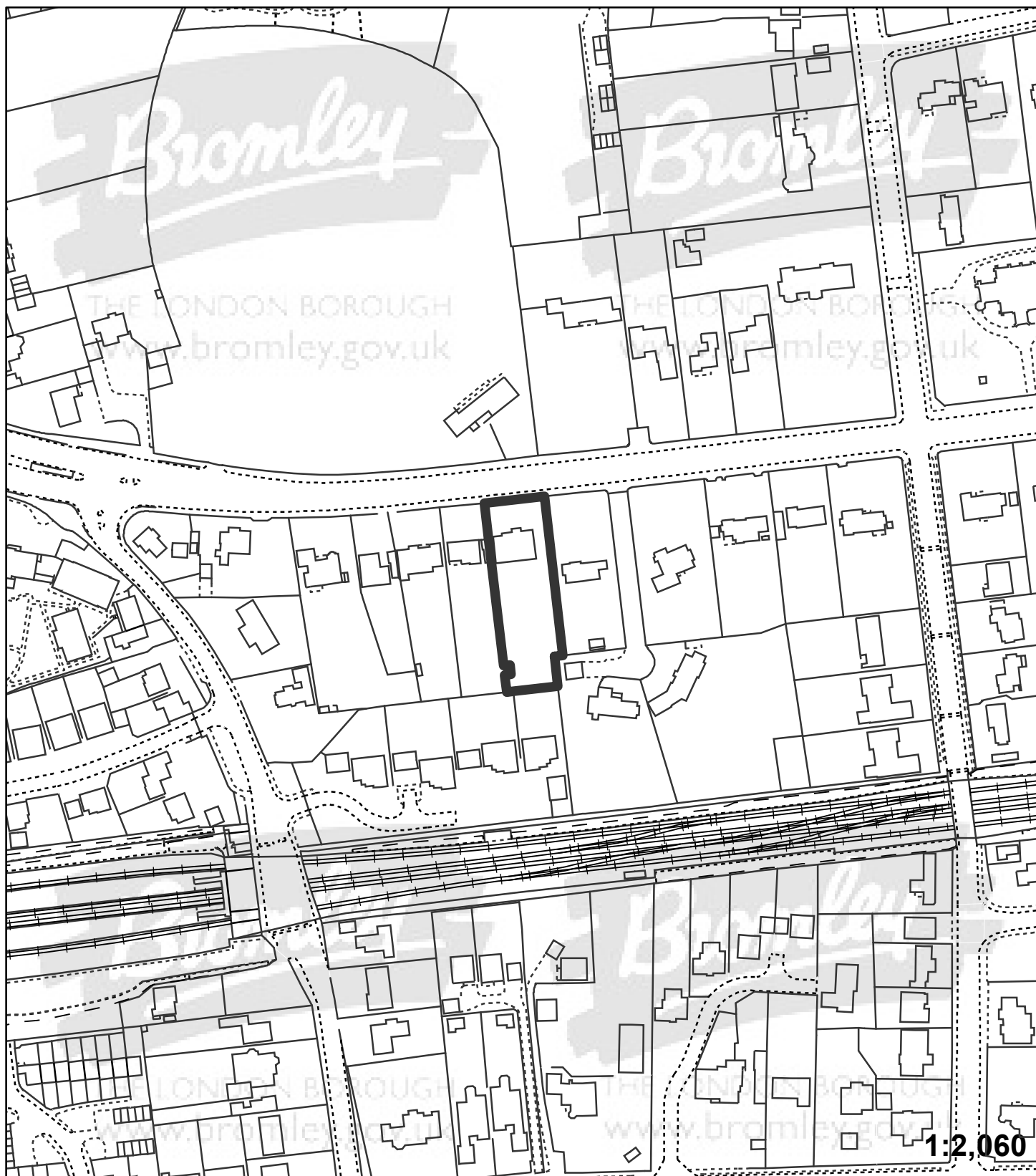
- 4 The existing shed/store shall be demolished by 31st May 2016.**

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

Application:16/00728/FULL6

Address: Greenwood Bickley Park Road Bickley Bromley BR1 2AT

Proposal: Demolition of existing store/shed and erection of replacement garden shed



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

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

Application No : 16/01288/FULL5

Ward:
Bromley Common And
Keston

Address : Keston Village Hall Heathfield Road
Keston BR2 6BF

OS Grid Ref: E: 541581 N: 163882

Applicant : CTIL & Vodafone Limited

Objections : YES

Description of Development:

22.5m high telecommunications mast with 6no antenna, 2no dishes and 3no equipment cabinets sited within proposed fence compound adjacent to keston village hall.

Key designations:

Conservation Area: Keston Village
Smoke Control SCA 22

Proposal

This application seeks full planning permission for the installation of a 22.5m high telecommunications mast with 6 antennae, 2 dishes and 3 equipment cabinets on land at the rear of Keston Village Hall.

The equipment cabinets and mast would be sited within a fenced compound measuring 8.2m long and 4.7m wide. The mast itself would be approx. 0.4m wide for a height of approx. 19m, above which a headframe would be mounted with the panel antennae attached. The mast and equipment would be shared by Vodafone and Telefonica and would be finished in green.

The compound would be sited at the rear of the Village Hall, between the hall and the woods beyond. The ground level at this point of the unmade track is uneven, with the land sloping down from the rear of the hall building before rising a little where the track is closest to the adjacent office building at 132 Heathfield Road.

The unmade track leads from the side of the hall building to the rear and provides access and informal parking. It is bounded to the west by woodland which separates the hall site from the access leading to the dwellings at 122 - 126 Heathfield Road, which are locally listed.

The site lies within the Keston Village Conservation Area and the Green Belt. It lies also with a Site of Interest for Nature Conservation and an Area of Archaeological Significance. The Grade I listed Keston Windmill is located to the north of the application site.

The applicant has submitted a declaration of conformity with the ICNIRP public exposure guidelines.

Consultations

Local Residents

Nearby owners/occupiers were notified of the application and the proposal was further advertised by way of a press advertisement and site notice.

A number of letters were received in response to the public consultation, with an approximately equal proportion of letters of support in relation to the letters objecting to the proposal. The representations raised are summarised as follows:

In support

- o The mobile reception in Keston Village is poor and a mobile mast is essential to improve coverage
- o The siting is the least obtrusive as only the top of the mast would be visible
- o A dark green mast in the middle of trees shouldn't be too obtrusive
- o Safety issue of lack of mobile signal if unable to reach the landline, for walkers on the common, and for fire crews dealing with heath fires
- o Income from the mast would ensure the continuity of the village hall
- o Could a condition be imposed requiring replacement trees if any of the screening is lost?
- o Could the mast be disguised as a tree?

Objecting

- o The mast will be clearly visible from neighbouring residential properties
- o The height of the mast in the conservation area would set a precedent
- o It would be 4 times the height of the village hall and would represent an eyesore
- o It is located close to the historic windmill (Grade I listed) and the war memorial
- o Health impacts
- o Impact on rural character
- o Would be harmful to the conservation area and the village as a whole
- o Is it necessary in view of technological advances
- o Impact on television reception nearby
- o Loss of trees
- o Potential impact on flooding
- o The compound would be directly visible from the ground floor office and residential unit on the first floor at No. 130
- o Even painted green, the mast would look ridiculous
- o Reception in the area is adequate
- o Smaller masts that are the height of street lights should be installed
- o Impact on local wildlife
- o The information submitted with the application is misleading.

The Advisory Panel for Conservation Areas has objected to the proposal on the basis that the scale and design would be a discordant and detrimental feature in the Conservation Area and would neither preserve nor enhance the CA. It is suggested that the installation be relocated well outside the Conservation Area.

The Campaign to Protect Rural England (CPRE) have objected to the application on the grounds that it contravenes both the London Plan and the National Planning Policy Framework. It is stated that sections 88-90 of the NPPF do not list communications masts as an exception to building restrictions on protected land and the development would be inappropriate. The mast would be situated on high ground in the Green Belt and would tower over the valley behind and the common and woodland in front, greatly harming the openness of the Green Belt and its visual amenity.

Technical Comments

No technical objections are raised from an environmental health perspective.

Planning Considerations

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

BE1 Design of New Development

Of particular relevance to this application is BE1(ii) which states that "Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features."

BE22 Telecommunications Apparatus

This Policy states that in a development involving telecommunications installation, the developer will be required to demonstrate that there is a need for the development. The equipment should meet the ICNIRP guidelines on the limitation of exposure to electro-magnetic field. The installation shall not adversely affect the character and appearance of the area nor the visual and residential amenities of neighbouring properties and the visual impact of the development should be minimised by the use of screening by trees or other landscaping.

BE11 Conservation Areas

This policy states that in order to preserve or enhance the character or appearance of conservation areas, development will be expected to respect or complement the layout, scale, form and materials of existing buildings and spaces. Existing landscape or other features that contribute to the character, appearance or historic value of the area should be respected and incorporated into the design of development.

SPG - Supplementary Planning Guidance for the Keston Village and Nash Conservation Area.

The SPG describes the area, stating "Keston is still surrounded by undeveloped land. Its relationship with surrounding common land and countryside is a key element of its character. Views to the village cross Hayes Common at Commonsides, or the setting of the former School, the Windmill or the Village Hall are very important to the retention of this rural village character. Although most of the open land is protected (it is designated as Green Belt and the common land is in public ownership), the protection of these cherished views and the rural character of the village will also be a key conservation area objective." Policy G1 of the UDP relates to the Green Belt, stating that permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness and any other harm. The material change of use of land, engineering and other operations within the Green Belt will be inappropriate unless they maintain the openness and do not conflict with the purposes of including land in the Green Belt.

The National Planning Policy Framework

Paragraph 14 of the National Planning Policy Framework states that "At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

Chapter 5 of the National Planning Policy Framework relates to "Supporting High Quality Communications Infrastructure. Paragraph 43 states that local planning authorities should support the expansion of electronic communications networks while aiming to keep the number of masts and sites for such installations to the minimum consistent with the efficient operation of the network. The need for a new site must be justified and where new sites are required the equipment associated with the development "should be sympathetically designed and camouflaged where appropriate."

It is emphasised that the planning system is not the appropriate arena for the determination of health safeguards so long as the installation would comply with International Commission guidelines for public exposure.

With regard to the importance of good design, the National Planning Policy Framework states at Paragraph 56 that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to make places better for people. Paragraph 60 states that it is proper to seek to promote or reinforce local distinctiveness.

Paragraph 90 of the NPPF states that certain forms of development are not inappropriate in the Green Belt providing they preserve the openness of the Green Belt.

London Plan 2015

Paragraphs 1.38 - 1.41 of the London Plan relate to the need to ensure the infrastructure to support growth within London, referring to the strategic importance of providing adequate infrastructure, including modern communications networks.

Chapter 4 of the London Plan includes the strategic objective in Policy 4.11 of "encouraging a connected economy." The policy itself states that the Mayor, GLA and all other strategic agencies should facilitate the delivery of an ICT network to ensure suitable and adequate network coverage across London which will include "well designed and located street-based apparatus."

Chapter 7 of the London Plan relates to London's Living Places and Spaces and states at 7.4 that development should have regard to the form, function and structure of an area, place or street.

Policy 7.8 relates to Heritage Assets and Archaeology and states that development should be sympathetic to heritage assets and their significance by being sympathetic to their form, scale, materials and architectural detail.

Policy 7.16 relates to the Green Belt. The London Mayor, within Policy 7.16 strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development. The policy states in effect that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances, and development will only be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Planning History

Planning permission was granted under reference 94/02598 for a single storey rear extension to the village hall.

Planning permission was granted under reference 95/02081 for a two storey rear extension and external staircase.

Planning permission was refused under reference 06/02294 for a single storey side extension and disabled access ramp.

Planning permission was granted under reference 13/00847 for a single storey side extension and access ramp, and permission was subsequently granted for a minor material amendment to the approved scheme.

No objections were raised to a recent application under reference 16/01189 for tree consent for works to/the removal of trees sited at the west side of the car park.

Conclusions

The main issues in the determination of this application are the impact of the proposal on the character and appearance of the Conservation Area, the impact of

the proposal on the open character of the Green Belt and the impact of the proposal on the residential amenities of the occupiers of neighbouring residential properties.

With regards to the impact of the proposal on the character and appearance of the Conservation Area, the intention to paint the installation green and the siting of the installation in the context of neighbouring trees, and at the rear of the village hall are noted. However, while these measures are intended to limit the visual impact of the proposal, it is considered that they would not adequately mitigate the excessive height and bulk of the proposed mast. The mast would be clearly appreciable from outside the site, from within the Conservation Area, from neighbouring buildings and the adjacent Green Belt.

The bulk of the installation would be exacerbated by its design incorporating a cluttered and visually prominent headframe installation with a variety of antennae and dishes which would lead to the mast having an incongruous and alien appearance in the context of the character and appearance of the Conservation Area and the modest height of adjacent buildings. Rather than preserving or enhancing the character and appearance of the Conservation Area, it is considered that its scale, design and unsympathetic siting would have a detrimental impact on the area, which is described as having a rural character. The SPG for the Conservation Area specifically refers to the setting of the village hall as being very important to the retention of this rural village character, and while the mast would be sited at the rear of the building, it would be clearly appreciable in views of the hall in relation to its attractive wooded surroundings, and would harm the setting of the building as a consequence.

With regards to the impact of the proposal on the Green Belt Policy G1 states that the material change of use of land, engineering and other operations within the Green Belt will be inappropriate unless it maintains the openness and does not conflict with the purposes of including land within the Green Belt. It is considered that the height and bulk the topmost part of the mast would result in the installation having an overdominant and visually incongruous appearance in the context of the rural setting, and while the mast would be partially screened by the trees behind the hall, this screening is inadequate in the light of the height of the mast to prevent the mast having a detrimental impact on the openness and character of the Green Belt. The application proposal is considered to comprise inappropriate development which would be harmful to the open character of the Green Belt.

The impact of the proposal on the residential amenities of the occupiers of neighbouring properties is mitigated to an extent by the distance between the mast and the set-back properties at Nos. 122 - 128 Heathfield Road, although in some views the top of the mast would be visible. The major bulk of the mast, and the impression of its height, would be screened from those properties by adjacent trees. It is noted that a neighbouring resident has raised concerns regarding the proximity of the mast and enclosures to the boundary with the Flint Research Institute at 132 Heathfield Road which incorporates a residential unit on the first floor (No. 130). The part of the premises closest to the application site comprises offices, and the residential flat is considered sufficiently distant from the site as to

limit the impact that the proposal would have on the residential amenities of that property.

While it is acknowledged that the mast would be visible from the nearest residential properties, it is considered that the separation between the mast and these properties would be sufficient, in conjunction with the tree screening, to limit the adverse impact on residential amenity and that refusal of planning permission on these grounds alone would not be justified.

That there is a need for telecommunications development in the area is not disputed, and it is acknowledged that a number of letters have been received in response to the public consultation stating that the existing telecommunications signal service in the area is poor. The applicant has submitted limited details of alternative sites which have been discounted, and it is not clear that this site represents the only potential telecommunications site in the locality. It is not considered that a persuasive case has been made for there being very special circumstances which would outweigh the material harm that the proposal would have on the open and rural character of the Green Belt, and the need for improvement of the telecommunication network in the locality is not considered to outweigh the serious harm that the proposal would have on the character and appearance of the Keston Village Conservation Area.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

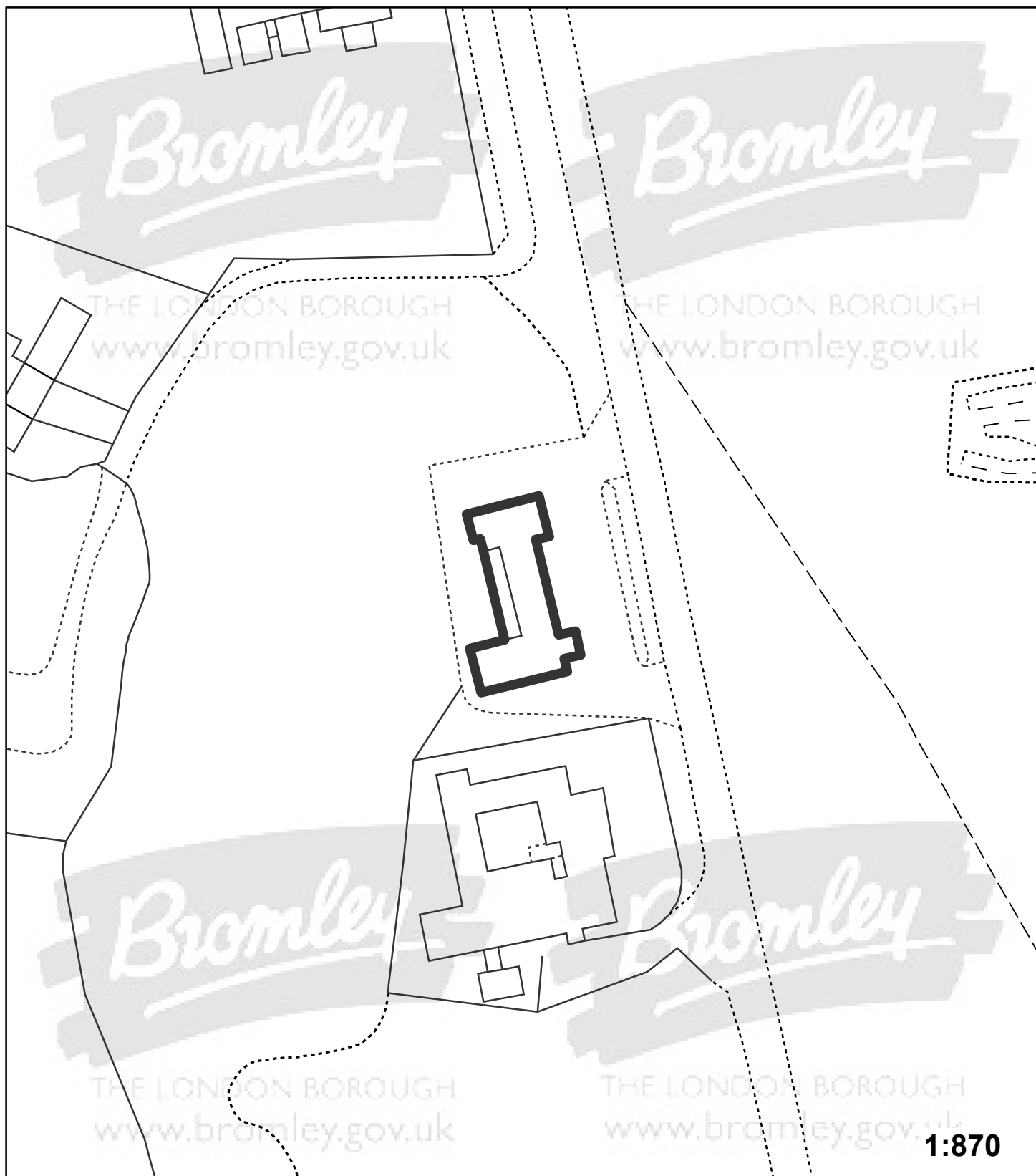
- 1 The proposal, by reason of its height, siting and design, would have a seriously detrimental impact on the character and appearance of the Keston Village Conservation Area and the openness of the Green Belt within which it would be sited, thereby contrary to Policies BE1, BE11, BE22 and G1 of the Unitary Development Plan, Supplementary Planning Guidance for the Conservation Area, Policies 7.4, 7.8 and 7.16 of the London Plan, and the National Planning Policy Framework.**

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Application:16/01288/FULL5

Address: Keston Village Hall Heathfield Road Keston BR2 6BF

Proposal: 22.5m high telecommunications mast with 6no antenna, 2no dishes and 3no equipment cabinets sited within proposed fence compound adjacent to keston village hall.



"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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Report No.
DRR16/035

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: PLANS SUB-COMMITTEE NO. 1

Date: Thursday 28 April 2016

Decision Type: Non-Urgent Non-Executive Non-Key

Title: APPLICATION 16/00597/TPO - THE LODGE, COWPER ROAD, BROMLEY, BR2 9RT

Contact Officer: Chris Ryder, Principal Tree Officer
E-mail: christopher.ryder@bromley.gov.uk

Chief Officer: Chief Planner

Ward: Bromley Common and Keston

1. Reason for report

This report considers an application for the proposed felling of a cider gum tree (T1) situated to the rear of the property and reduction works to a lime and a sycamore tree located at the front. The subject trees are all protected under Tree Preservation Order (TPO) 2552. The committee must decide whether to endorse the recommendation of the officer and allow consent in part.

2. **RECOMMENDATION(S)**

Consent for:

Cider Gum (T1) – Fell.

Sycamore (T3) – Reduce crown by no more than 2.5m.

Refusal for:

Lime (T2) – Reduce crown by no more than 2m.

Reason:

The proposed reduction works to T2 do not appear necessary at this stage. The canopy layer has regenerated a natural form and is free from significant defects and weaknesses. The proposed reduction would be damaging to form and function.

This aspect of the proposal conflicts with policy NE7 of the Bromley Unitary Development Plan (adopted July 2006).

CONDITIONS

1. B09 Tree consent – commencement

The tree works hereby granted consent shall be carried out within 2 years of the date of this decision.

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

2. B07 Tree surgery

The work to the tree(s) hereby granted consent shall be carried out in accordance with British Standard 3998:2010 (Recommendations for Tree Work)

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

INFORMATIVES

1. You are advised that formal consent is not required for the removal of deadwood, dangerous branches and Ivy from protected trees.

Corporate Policy

1. Policy Status: Existing Policy:
 2. BBB Priority: Quality Environment:
-

Financial

1. Cost of proposal: No Cost:
 2. Ongoing costs: Not Applicable:
 3. Budget head/performance centre: Planning and Renewal
 4. Total current budget for this head: £1.6m
 5. Source of funding: Existing Controllable Revenue Budget
-

Staff

1. Number of staff (current and additional): Statutory
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory Requirement:
 2. Call-in: Applicable:
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those affected by the TPO
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: None

3. COMMENTARY

- 3.1 The application site is comprised of a detached dwelling with a reasonable amount of amenity space surrounding. The site has been formerly planted with various ornamental tree species, including the subject gum tree.
- 3.2 The site has recently been the subject of an application to redevelop the land to form three two storey dwellings. Application 15/05113/FULL1 was refused as it was contrary to Policies H7 and BE1 of the Unitary Development Plan, Policies 3.4 and 3.5 of the London Plan and National Planning Policy Framework.
- 3.3 This application has been made in respect of the three trees mentioned in section 2 of this report. Section 7 of the application form indicates that the proposed works to T1 are due to the size of the tree in respect of its boundary setting and the decreased life expectancy as a result of a large pruning wound.
- 3.4 The tree survey data appended to the application elaborates on the justification for trees T1, T2 and T3. The reduction works proposed to T2 and T3 are aimed at reducing the risk of branch failure. A weakened canopy structure is referred to for both trees following past harsh reduction works.
- 3.5 Officers have viewed the subject trees and do not contest any of the specifications within the tree survey data. The subject trees are generally seen to be of normal vitality. The past management was noted.
- 3.6 T1 has clearly outgrown the context of the surroundings and being positioned on the boundary could be seen as a potential nuisance. Officers had no objections to the trees removal as part of application 15/05113/FULL1. The supporting information provided as part of the tree survey justify the removal of the tree.
- 3.7 The canopy layer of T2 has regenerated well and is free from significant defects. Whilst some clearance pruning may be necessary above the public footpath/highway, reduction works to improve canopy structure are not considered necessary.
- 3.8 The poor canopy structure of T3 was clearly visible. Ivy has established along the main stem and into the canopy layer. This prevents a clear view of the main branch union, however the density of regrowth would be consistent with the comments given in the tree survey. The proposed reduction is considered reasonable to reduce the canopy area. Crown thinning may also be necessary in the future to allow the removal of less desirable branches.
- 3.9 Members are therefore respectfully requested to consent to the works in part as set out in section 2 of this report. I have not recommended a replacement tree be planted on this occasion, due to the overall lack of space. The duty of tree replacement would thus be dispensed.

3. POLICY IMPLICATIONS

This report is in accordance with Policy NE7 of the Councils Unitary Development Plan.

4. FINANCIAL IMPLICATIONS

The applicant is entitled under Regulation 24 of the Town and Country Planning (Tree Preservation) England Regulations 2012 to apply for compensation within 12 months of the date of the Councils decision if the applicant can establish loss or damage as a result of the Council refusing consent. It should be noted there is no specific budget to meet any potential compensation costs.

Non-Applicable Sections:	Policy, Financial, Personnel, Legal
Background Documents: (Access via Contact Officer)	

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