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DATE: 24 May 2016

To: Members of the  
**DEVELOPMENT CONTROL COMMITTEE**

Councillor Peter Dean (Chairman)  
Councillor Richard Scoates (Vice-Chairman)  
Councillors Vanessa Allen, Graham Arthur, Douglas Auld, Eric Bosshard,  
Katy Boughey, Kevin Brooks, Lydia Buttinger, Nicky Dykes, Simon Fawthrop,  
William Huntington-Thresher, Charles Joel, David Livett, Alexa Michael,  
Neil Reddin FCCA, Pauline Tunncliffe and Michael Turner

A meeting of the Development Control Committee will be held at Bromley Civic Centre on **THURSDAY 2 JUNE 2016 AT 7.30 PM**

MARK BOWEN  
Director of Corporate Services

Public speaking on planning application reports is a feature at meetings of the Development Control Committee and Plans Sub-Committees. It is also possible for the public to speak on Contravention Reports and Tree Preservation Orders at Plans Sub-Committees. Members of the public wishing to speak will need to have already written to the Council expressing their view on the particular matter and have indicated their wish to do so to Democratic Services **by no later than 10.00 a.m.** on the working day before the date of the meeting.

The inclusion of public contributions, and their conduct, will be at the discretion of the Chairman. Such contributions will normally be limited to two speakers per proposal, one for and one against, each with three minutes to put their point across.

For further details, please telephone **020 8313 4745**.

## A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 19 APRIL 2016**  
(Pages 1 - 10)

**4 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

In accordance with the Council's Constitution, questions to this Committee must be received in writing 4 working days before the date of the meeting. Therefore please ensure questions are received by the Democratic Services Team by 5 pm on Thursday 26 May 2016.

**5 PLANNING APPLICATION (15/02398/FULL1) – SUNDRIDGE PARK MANOR, WILLOUGHBY LANE, BROMLEY BR1 3FZ (Pages 11 - 48)**

**6 PLANNING APPLICATION (15/02399/LBC) - SUNDRIDGE PARK MANOR, WILLOUGHBY LANE, BROMLEY BR1 3FZ (Pages 49 - 54)**

**7 PLANNING APPLICATION (15/04941/FULL1) - BASSETTS DAY CARE CENTRE, ACORN WAY, ORPINGTON BR6 7WF (Pages 55 - 98)**

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## DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.30 pm on 19 April 2016

### Present:

Councillor Peter Dean (Chairman)  
Councillor Nicky Dykes (Vice-Chairman)  
Councillors Vanessa Allen, Graham Arthur, Douglas Auld,  
Kathy Bance MBE, Nicholas Bennett J.P., Eric Bosshard,  
Katy Boughey, Lydia Buttinger, Simon Fawthrop, Charles Joel,  
David Livett, Russell Mellor, Alexa Michael, Neil Reddin FCCA  
and Richard Scoates

### **59 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**

Apologies for absence were received from Councillors Ellie Harmer and Michael Turner; Councillors Neil Reddin and Nicholas Bennett JP attended as their respective substitutes.

### **60 DECLARATIONS OF INTEREST**

No declarations of interest were received.

### **61 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 9 FEBRUARY 2016**

**RESOLVED** that the Minutes of the meeting held on 9 February 2016 be confirmed and signed as a correct record.

### **62 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

No questions were received.

### **63 PLANNING APPLICATION - (DC/15/03053/FULL1) - FLAMINGO PARK CLUB, SIDCUP BY PASS ROAD, CHISLEHURST, BR7 6HL**

Description of application – Demolition of existing buildings and erection of two/three storey football stadium (max height 11.3 metres/max capacity 1316) with ancillary kitchen, bar, function room, classrooms, museum, gym/physio rooms, offices, changing rooms and meeting rooms; detached single storey building for additional changing rooms; 2 community sports pitches; relocation of 3 existing football pitches and two 4 storey residential blocks comprising 28 two bedroom flats, with undercroft car parking, refuse and cycle storage; as well as over ground parking for stadium for a total of 393 cars and bicycle parking with access from the A20 Sidcup By-Pass.

Oral representations from the application's agent, Mr B McQuillan, in support of the application were received at the meeting as follows:-

Cray Wanderers Football Club (CWFC) needed a new home ground. The Club involved the community as a whole and 14 schools including Coopers, supported the scheme. Concerns were raised with the current condition of Flamingo Park and what might become of the site should the proposal be unsuccessful.

The importance of retaining sports fields was made clear by the Secretary of State. However, in the last 12-14 years, recreational use at Flamingo Park had ceased and the site itself had deteriorated.

This application was a perfect opportunity to save and rejuvenate the derelict playing field in a similar way as Beckenham Kent County Cricket Club (KCCC) had saved and rejuvenated the former Lloyds Bank playing fields at Copers Cope Road. This was a chance to do for the east of the Borough what the KCCC had realised for Beckenham.

Whilst applications should be considered on their individual merits, consistency in decision making was important to maintain public confidence.

Paragraph 81 of the National Planning Policy Framework referred to positive planning of the Green Belt and paragraph 89 clearly showed that the sports and residential elements of the scheme were appropriate in this context within the Green Belt.

Policy 3.19 (Sports Facilities) of the London Plan also supported development proposals that increased or enhanced the provision of sports and recreation facilities.

The local MP, Bob Neill, had written to the Chief Planner and summarised the planning case for permission being granted.

Approximately 1000 letters of support had been submitted and the application was endorsed by all the sporting consultees. London Sport, Sport England, the FA and Kent FA had confirmed that the application proposed appropriate facilities for outdoor sport and recreation. That being the case, the stadium development was appropriate under paragraph 89 (2) of the NPPF.

Letters in support of the application were also submitted by Chislewick Residents Association and the Chislehurst Society.

A number of letters expressed concern about what would happen if permission was not granted.

The letter from Bromley FC confirmed that the ground share at Hayes Lane would terminate at the end of the 2017-18 season.

At a meeting of the Plans 3 Sub-Committee on 31 March, Members considered the implications of the High Court decision on the Council's challenge to the Bromley Livery Stables appeal decision which granted permission for residential development to replace stables on permitted development land (PDL) in the Green Belt (para 89 (6)). The Council had argued that the change of use to residential was inappropriate in itself. The Judge found that "the mere fact that permission for a new building may also involve a material change of use does not mean that it ceases to be appropriate development." The Council had now accepted this decision.

The centre of Flamingo Park was PDL and the residential development of PDL was appropriate development in the Green Belt by virtue of paragraph 89(6). This included all the buildings and the extensive area of hardstanding stretching from the A20 to the cemetery boundary housing all the commercial uses. The football ground buildings to the west were appropriate facilities for outdoor sport and also appropriate in the Green Belt within paragraph 89(2).

Notwithstanding that the development was appropriate, the applicant had presented a case for very special circumstances should it be required.

The first two reasons for refusal set out in the officer report were not sustainable. The third ground of refusal concerning drainage was no longer an issue and could be addressed by condition.

In response to Member questions, Mr McQuillan clarified that the southwest corner of the site lay approximately 330m from bus stops on Imperial Way, via the Kemnal Road pedestrian footpath. However, the site was located 900m from the opposite direction due to the fact that no bus route operated along the A20 towards Five Ways.

The viability audit had concluded that finance would not be available to fund the provision of affordable housing at the site.

The site was 7.4 hectares in area of which approximately 4.6 hectares were playing fields and would remain so. The difference in footprint was derived from the use of previously developed land consisting of existing buildings and hard surfacing. Members needed to decide whether the proposed flats were an equivalent substitute for this, bearing in mind that 30 flats were accepted in the KCCC's application for an area that was approximately 6 hectares in size.

The applicant would have no objection to conditions being imposed following submission of an archaeological report detailing the significance of the site and the impact of the proposed development.

The Bromley Liveries application had changed planning law in that, whilst it was accepted that individual applications should be considered on their own merit, the provision of domestic properties on previously developed land was also acknowledged by the Courts to be appropriate development within the GB.

Sufficient space would be available to provide motorcycle parking if required.

With regard to biodiversity (page 23 of the report), the applicant had submitted all that was required at the present stage. Possible impacts on the GB and nature of the site could be dealt with by condition.

The applicant had no objection to a condition being imposed to incorporate green roofs to minimise visual impact.

If Members were minded to grant permission, all existing activities at the site e.g. boot fairs, fun fares and nightclub, all of which amounted to some 4000 traffic movements per week, would cease. This would result in a decrease in traffic flow to and from the site.

The Chief Planner reported that letters submitted by Bob Neill MP, Bromley Football Club and Chislewick Residents' Association had been circulated to Members. Two further letters of support had been received which contained similar views to those already submitted. Subsequent to the oral representations made and Members' questions, the Chief Planner also drew the Committee's attention to the full account and advice given on pages 38 and 39 of the agenda in relation to the National Planning Policy Framework (NPPF) Green Belt policy as relevant to the application. The contents of NPPF paragraph 89 were set out in full on page 38 and bullet points (2) and (6) clarified that exceptions depended upon new construction preserving or not having a greater impact on the openness of the Green Belt. The existing and proposed development data relevant to 'openness' was shown on page 39 of the report.

Although Councillor Boughey, Ward Member for Chislehurst, disagreed with the officer recommendation in the report, she congratulated its author for the production of a finely detailed document.

Councillor Boughey stated that Flamingo Park was, historically, a sports and leisure facility for the community, which in the past had provided many football pitches and a large sports pavilion but was now, or had been, home to a nightclub (which had lost its licence after number incidents of anti-social behaviour and drug-taking), a scaffolding yard, van-hire company and had hosted regular car boot sales, fun fairs and circuses, attracting large numbers of people and causing anti-social behaviour and traffic issues within the local area. There was also an extensive enforcement history relating to the site for various unauthorised operational development and uses, including the erection of advertising hoardings, several timber buildings to the front of the site, creation of a buggy track, use of outbuildings for residential purposes, conversion of the building into offices and use as a nightclub, operation of commercial marquee in excess of permitted days, taxi driver training, firework business and siting of containers. Over the years, enforcement action had been taken against the operators but as soon as one was removed, another had taken its place.

The scheme included residential development of 28 flats, which were required for the financial viability of the scheme. As the land was located within the Green Belt, certain criteria had to be met to enable built development. The main consideration was the National Planning Policy Framework and paragraph 80 of the report outlined the purpose of the Green Belt. This served five purposes, one of which was to assist in urban regeneration by encouraging the recycling of derelict and other urban land. Once Green Belt land had been defined, Local Planning Authorities should plan positively to enhance its beneficial use, such as seeking opportunities to provide outdoor sport and recreation.

Paragraph 89 of the report stated that new building in the Green Belt was inappropriate unless very special circumstances could be demonstrated. There were a number of exceptions to the definition of inappropriate development – provision of appropriate facilities for outdoor sport and recreation was one and the partial or complete redevelopment of previously developed land, whether redundant or in continual use was another.

The recent court case in which the Council had challenged a Planning Inspector's decision regarding redevelopment at Bromley Livery Stables had been lost as a result of the Judge upholding the Inspector's conclusion that the livery stables and associated buildings constituted built development in the Green Belt and as the site was considered a brownfield site, redevelopment was appropriate. This same criteria must then apply to all the buildings and hardstanding at Flamingo Park which should be considered as a Brownfield site.

Councillor Boughey feared that if Members did not support the current application, the site could and would, be redeveloped solely for residential purposes. The Brownfield area was in the centre of the site and ran parallel with the A20, almost cutting the site in half. The worst case scenario would be built development without any sports or recreational facilities and Members were in danger of acting too rashly in passing up an opportunity to regenerate the site back to recreational sports use for Cray Wanderers F.C. and the wider community.

It should be recognised that good sporting facilities were more often than not provided by collaboration between established sports clubs, operated by people not only with a real interest in the game but also able to provide the finance to facilitate the building and development of them. A very good recent example was the redevelopment of Kent County Cricket Ground in Beckenham and just recently, a planning application was approved to improve the facilities at Bromley Football Ground in Hayes Lane; both schemes were only possible because of the inclusion of community leisure use and/or residential housing.

The Chislehurst Society supported the application in principle and Sport England, TfL and Thames Water had raised no objections. London Sport supported the proposal stating it was a great example of how to make the best of former sports facilities and there were circumstances where enhancing

capacity and quality could only be achieved with appropriate enabling development.

With regard to noise and lighting, it should be remembered that the site was currently a football ground and could be used for that purpose at any time without the benefit of further planning permission. The flat roof design of the residential development had been criticised as not being in keeping with the local surrounding residential properties however, this style of structure would minimise impact on the Green Belt. The residential buildings were sited some distance away from the nearest houses, so its design should be considered in its own right.

Although there were other important issues which needed to be addressed, any concerns regarding materials to be used, planting, screening, drainage, access and parking provision could be covered by planning conditions. The scheme would bring a much abused derelict piece of land back into sports use, provide community facilities and much needed housing.

Councillor Boughey therefore supported the proposal and moved that the application be granted permission subject to conditions to cover the different aspects mentioned above.

Whilst Councillor Bosshard, Ward Member for Chislehurst was in favour of redevelopment of the site, he was concerned about the financial cost of such a scheme. He considered the proposed stadium buildings should be reduced as they were too large, too intrusive and would visually cut the site in half. The two proposed blocks of flats were also too high in comparison to the existing buildings. More sensitive shaping of the development would help to maintain the openness of the area. Councillor Bosshard formally moved to defer the application to ask the applicant to redesign the scheme in order to reduce the visual impact on the area.

Councillor Fawthrop considered the principle of providing sport in the area was a good one. However, the Club appeared hasty in its attempt to complete the whole development all at once. The Council would effectively be 'playing banker' by granting permission for the provision of housing which would ruin the nature of the site and GB land. Councillor Fawthrop seconded the motion for deferral to seek a more modest scheme.

Councillor Joel was supportive of the scheme and considered very special circumstances had been proven. Cray Wanderers were a long-standing team with heritage in Bromley. The mixed development with simple, flat roofs, was not out of character with the surrounding area. Parking spaces for motorcycles should be provided. Councillor Joel seconded the motion to grant permission.

Whilst fully aware of the need for GB protection and the requirement for very special circumstances to be proven, Councillor Auld commented that the site had markedly degenerated over time. The scheme would benefit the local



community and visually, would be clean, neat and tidy. The site would be controllable by the Council.

Councillor Arthur agreed that CWFC was part of the heritage of the Borough. He considered the scheme to be imaginative and creative. Any concerns could be resolved via condition.

Whilst Councillor Scoates supported the stadium proposal, he objected to the provision of housing which was inappropriate, excessive and would damage GB land. He considered that the inclusion of housing to finance the scheme could not be seen as very special circumstances and sought legal advice in regard to this. Councillor Scoates moved that the application be refused. He also requested an update from officers on the Bromley Common Liveries decision.

In response, the Legal Officer reported that the question of whether the residential development was inappropriate depended upon whether the development fell within one of the exceptions contained in the NPPF paragraph 89 as referred to on page 38 of the report.

Having visited the site, Councillor Livett reported that this once tremendous facility had greatly declined. He suggested the Council should, by way of conditions, ensure that development of the stadium and residential accommodation go hand-in-hand.

Councillor Mellor raised concern that income generated from the scheme would not be sufficient to maintain the ground financially and referred to the KCCC scheme which had a 'major' backer. Despite this, he acknowledged the site was currently an 'eyesore' and any scheme which improved the area would be of benefit to the community. In the event that the application was permitted, Councillor Mellor requested a restriction be added to prohibit future residential development to protect against further development to provide finance for the ground.

The Legal Officer advised that the applicant had a right to apply for further development. However, it was possible for a Legal Agreement to be drawn up where the applicant agreed to phase-in the development i.e. stadium first, followed by the residential element.

Councillor Bennett JP congratulated officers on the report but was also concerned about what would happen if the Club went into receivership. However, he was happy to support permission subject to archaeological, landscaping and trees conditions together with a condition to ensure the stadium was built before the residential element of the scheme.

Referring to the resultant increase in GB footprint (page 39 of the report) and the impact this would have on the site as a nature conservation area, Councillor Buttinger favoured deferral of the application to allow appropriate development to come forward and stated that the Committee should not be persuaded by neglect of land to justify development.

Whilst Councillor Michael wished to see the provision of improved sporting facilities, she was concerned that the deterioration of the land was being used to argue for development. Councillor Michael was also concerned about financial viability and the increase in built development in coverage and height and agreed with the proposal to defer the application for a more modest and sensitive scheme to be designed.

Councillor Reddin commended the quality of the report but agreed that a rough site should not justify development. Approval would, however, be pragmatic along with conditions.

It was suggested that if deferred, a more modest scheme could be submitted, allowing members to highlight their concerns and raise issues like planning conditions and S106 Agreements etc.

The Chief Planner informed Members that in the officers' view, the application included inappropriate development. This was also the view of the GLA as was evident from Appendix 1 of the agenda. The proposed floorspace was materially larger than the existing floorspace (as shown on page 39) and did not meet the 'openness' and 'purpose' criteria of NPPF paragraph 89. Members therefore needed to consider whether there were very special circumstances which clearly outweighed the harm to the Green Belt. Matters such as the sporting and recreational need for the proposal, the availability of alternative sites and the current development of the site should be carefully considered along with the visual impact and any other benefits.

Members were also informed by the Chief Planner that if the application was approved, permission could be subject to conditions and/or planning obligations produced by officers under delegated power of the Committee and in consultation with the Chairman before being referred to the Mayor of London and the Secretary of State (as a departure application).

A vote to defer the application to reduce the size of the buildings fell at 4-11.

**Members having considered the report, objections and representations, RESOLVED (by a vote of 11-6), that PERMISSION be GRANTED subject to conditions/obligations to be prepared by officers under delegated powers in consultation with the Chairman and SUBJECT TO ANY DIRECTION BY THE MAYOR OF LONDON or the SECRETARY OF STATE after referral.**

**64            PETITION - KNOLL AREA OF SPECIAL RESIDENTIAL CHARACTER (ASRC)**

**Report CSD15091**

As requested by Members at a full meeting of the Council held on 22 February 2016, DCC Members considered a verified petition submitted by the Knoll Residents Association requesting the Council to designate an area of

Petts Wood and Knoll Ward (including a small part of Orpington Ward), as an Area of Special Residential Character.

It was reported that the Head of Planning Strategy would meet with the petitioner to discuss the finer details of the proposed ASRC before progressing this matter further.

**RESOLVED to recommend to the Executive that the merits of establishing a Knoll Area of Special Residential Character be formally considered through the Local Plan process and the Petition be included as a submission seeking this change.**

**65 TECHNICAL CONSULTATIONS ON CHANGES TO THE PLANNING SYSTEM**

**Report DRR16/044**

Members considered suggested responses to the Government's two consultations relating to changes to the technical consultation on implementation of planning changes (February 2016) and consultation on upward extensions in London (February 2016).

Having read the suggested responses, the Chairman was satisfied that a safe strategy had been adopted; one which would not over-complicate things as they stood.

The Chief Planner reported the Local Plan was currently being prepared and would include a list of Brownfield sites put forward for designation as development land. He also agreed that reference to the temporary provision of schools would be reflected in the response paper.

**RESOLVED that, subject to the amendment above, the formal response to the consultations as set out in the report be agreed.**

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As this was the final meeting of the 2015/16 Municipal Year, the Chairman thanked Members of DCC, Plans Sub-Committees and officers for their support in what had been a very good year.

The meeting ended at 8.45 pm

Chairman

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# Agenda Item 5

Report No.  
DRR16/052

London Borough of Bromley

## PART ONE - PUBLIC

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**Decision Maker:** DEVELOPMENT CONTROL COMMITTEE

**Date:** Thursday 2nd June 2016

**Decision Type:** Non-Urgent Non-Executive Non-Key

**Title:** DC/15/02398/FULL3 – SUNDRIDGE PARK MANOR, WILLOUGHBY LANE, BR1 3FZ

**Contact Officer:** Karen Bradshaw, Principal Planner  
0208 313 4550 E-mail: karen.bradshaw@bromley.gov.uk

**Chief Officer:** Chief Planner

**Ward:** Farnborough and Crofton

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**OS Grid Ref:** E: 541788 N: 170628

**Applicant:** City and Country

**Objections:** YES

**Description:** Change of use of existing Grade 1 listed Mansion from hotel to 22 residential dwellings, with associated internal/external alterations and partial demolition works, rear extensions, rear car park, cycle parking and refuse/recycling provision, hard and soft landscaping (including removal of some trees), woodland management and associated infrastructure

**Constraints:**

Listed Building Grade 1  
Adjacent Listed building  
Adjacent Site of Interest for Nature Conservation  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Green Chain  
Metropolitan Open Land  
Smoke Control

**JOINT REPORT WITH 15/02399/LBC**

**Proposal**

Planning permission is sought for the change of use of the existing building from a hotel use to 22 residential dwellings comprising 3x1 bedroom units, 18x2 bedroom units and 1x3 bedroom units. To accommodate these units permission is sought to demolish part of the rear of the property

(comprising mainly service areas) and the erection of a rear extension into the wooded bank to the rear of the existing building comprising a basement parking area and upper parking deck. Two storeys of residential flats will sit above part of the parking area but this element will not extend beyond the existing rear retaining wall. A separate 2 storey extension will be erected to the rear of the existing ballroom building.

It should be noted that there is an additional building on the site known as The Cottage which forms part of the hotel. A separate planning application to convert this building into 4 flats is currently under consideration.

Revised plans and documents were received on April 20<sup>th</sup> 2016 and the description below reflects the development as amended. In addition a Road Safety Audit was carried out in May 2016, the outcome of which is discussed in the relevant section below.

## Summary

- Some of the flats primarily occupy the retained historic parts of the building (flats 1, 3, 4, 7, 8, 9, 19, 20 and 21).
- Some of the flats occupy part old/ part new parts of the building (flats 2, 5, 6, 10, and 14).
- The remainder of the flats are within the new build area (flats 11, 12, 13 15, 16, 17, 18 and 22).
- A central courtyard will be created to internally link the new extension and the older part of the building which extends from the basement to roof level. This will provide pedestrian access to flats 3, 10,11,12,13, 14, 15, 16, 17, 18, 19, 20, 21 and 22.
- The existing communal hallway will be retained and provide access to flats 1, 2, 5, 7, 8 and 9)
- Flat 6 has its own access.

## Density

- The size of the units range from 60 sqm to 328 sqm. The largest units are within the older part of the building with the smallest within the proposed extension.
- The density of development is 6.5 units per hectare. This low density reflects the large site area of this development.

## Amenity Space

- Flats 3, 4, 5, 6, 14 and 22 have private outdoor amenity spaces
- Flats 1 and 2 have direct access to the existing terrace.
- Flats 18, 19, 20 and 21 have immediate access to communal amenity space at roof level.
- Flats 15, 16 and 17 have indirect access to the communal space at roof level.
- Flats 7, 8, 9, 10, 11, 12 and 13 do not have private amenity space or direct access to communal amenity space.

## Vehicle access

- Vehicular access to the development is via an existing vehicular access to the rear of The Cottage. This access will be widened where it meets Willoughby Lane to provide and the existing single width access will run into the new extension. It will widen again to provide 2 ramps: one will go down into the basement and one will rise to provide vehicle access to a deck level (which is between ground and first floor height).
- A traffic light system is proposed to control the movements of vehicles along the access road.

### Car Parking

- A total of 55 car parking spaces are provided including 6 spaces allocated for The Cottage.
- For the Mansion, one unit will have 3 spaces, 20 units will have 2 spaces and 1 unit will have 1 space.
- Six parking spaces are allocated for The Cottage providing 2 flats with 2 spaces and 2 flats with 1 space.
- Five visitor spaces are provided.
- At basement level a total of 36 parking spaces will be provided. This provides tandem parking for 13 units, 1 space for Flat 20, 3 visitor spaces. Six spaces for the 4 units in The Cottage.
- At deck level a total of 19 spaces are provided. Double garages are provided for 5 flats plus 1 visitor space and 1 disabled visitor space and spaces for 4 flats.

### Cycle Parking

- A total of 46 cycle parking spaces are provided. This is partly provided within the garages and 2 separate secure and covered areas are provided within the basement parking area.
- The courtyard area in front of the main entrance will not be used for car parking. Servicing and deliveries only will take place from this area.

### Waste Removal

- Refuse and recycling storage is provided in the basement area. Bins will be moved to a separate covered bin storage area near the front entrance on collection day and then returned to the internal binstore.

### Trees

- The area to the rear of the building is partially covered by a woodland Tree Preservation Order. The TPO boundary is set back from the existing rear retaining wall and this area is not covered by the TPO.
- A total of 10 trees and 2 tree groups have been removed from the unprotected area and the area previously approved in 2011 for a 14 unit scheme on the site. A further 5 individual trees and 3 partial tree groups/areas have been agreed for removal under the consented scheme but remain in site at present.
- A further 14 individual trees and 3 tree groups/areas will need to be removed to enable the construction of the proposed extension.

### Landscaping and Woodland Management

- A detailed landscaping strategy has been submitted setting out details of the historic context of the landscaping and proposals for formal planting immediately around the building itself.
- A separate Woodland Management Plan has been submitted setting out proposals for the long term management of the wider woodland.
- A separate report has been submitted relating to the restoration of the Pulhamite feature which is on the north-eastern side of the building.

The application site boundary has been amended to include 2 additional pieces of land to increase the width of the rear access road and to provide space for a collection day binstore facility. The relevant certificate has been served as required.

## Quantum of development

	Existing	Consented 11/01989	Proposed 15/02398	% change from existing to proposed
Built footprint sqm	1,508	1,515	1,577	+4.6
Built volume cubic metres	9,588.8	10,711	10,433.1	+8.8
Hardstanding	2,305	2,098	2,589	+12.3
Footprint and hardstanding	3,813	3,613	4,166	+9.3

From this the proposed development represents an 8.8% increase in built volume and a 4.6% increase in built footprint over the existing building.

The 1<sup>st</sup> floor garage footprint and volume has been omitted from the above calculation. The first floor footprint is 236sq. The volume of the first floor garages is 566 cubic metres and the ground floor covered parking is 2497 cubic metres.

If the proposed garage extension is included the % increase in built footprint is 20.2% and volume is 40.1%.

The original application was accompanied by the following documents:

Planning Statement, Design and Access Statement, Heritage Impact Statement, Financial Viability Assessment, Landscape Report, Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement and Tree Protection Plan, Sundridge Park Mansion Planning Application – Woodland Management, Response to Tree Officer comments dated 25.2.2016, Evaluation of Impact from Proposed Basement Car Park on Tree Canopy Cover in relation to Wider Site Context Sundridge Park Pulham work Survey report, Lifetime Homes Assessment, Noise Assessment for vehicular noise from traffic movements and parking, SAP Calculations, Highways Statement, Construction Method Statement, Sundridge Park Mansion: Historic Justification for Forecourt Arrangement, Response to Historic England Consultation Comments, Designer's Response to Road Safety Audit Stage 1, Letter from The Morton Partnership dated 4.12.2016, Sitecheck Assess, Energy Statement BRE Daylight and Sunlight Requirement, Drainage Strategy Statement and Addendum to Drainage Strategy Statement, Draft Heads of Terms for s106 Agreement, Statement of Community Involvement

Details of the content of these reports are set out in the relevant sections below

## **Location**

The application site is 3.34ha (8.25ac) and is on the edge of the suburban area to the north of Bromley Town Centre. The site is surrounded on all sides by the grounds of Sundridge Park Golf Club and is designated Metropolitan Open Land.

The Mansion is a statutory designated Grade 1 listed building with parts of the building dating back to 1795.

To the north-west of the Mansion is the converted Coach House/Stables (known as 1-5 Stable Villas). To the west is a new development of 41 residential units known as Repton Court including 2 houses at Wyatt House and Tower House (known collectively as Repton Court in this report).



The properties are almost all complete and some are occupied. To the south are fairways and greens for the Sundridge Park Golf Course.

Within the site and to the north and east of the Mansion is woodland, lawns and terraces providing a parkland setting to the building.

The site is located within a Grade II registered park/garden. There are features within the site that are remnants of the landscaping from when this area was contained in one estate and are designated as curtilage structures.

The site is also within a Site of Interest of Nature Conservation.

There is one vehicular access to this site, Repton Court and Stable Villas via Willoughby Lane which is a single track road with the main entrance at the junction with Plaistow Lane.

## **Consultations**

### **Comments from Local Residents**

Nearby properties were notified of the original proposal in October 2015 and submitted representations were received from 3 residents at that time. Following the receipt of revised plans and documents residents were renotified in April 2016 and 9 representations have been received from residents of Stable Villas and new residents of properties in Repton Court (previously the Butten Building site). Responses have been summarised as follows:

#### Highways

- Increase in the number of cars entering and exiting Willoughby Lane will have an impact on safety
- The Lane is owned by the golf club and there is no guarantee that the club will maintain the passing bays.
- There is additional vehicle traffic in the Lane from the new car park for the golf club which can take 30 cars. Added to the traffic from Repton Court and Stable Villas, allowing more than 14 units at the Mansion will make the congestion on the Lane much worse.
- The junction of Willoughby Lane and Plaistow Lane is narrow and Plaistow lane is very busy. Possible traffic congestion in Plaistow Lane from cars waiting to enter Willoughby Lane from Plaistow Lane at busy times.
- New residents of flats in the Mansion should contribute to upkeep of Willoughby Lane
- The extra parking, above the provision for the 14 unit scheme, is only a result of the additional units.
- The residents of Stable Villas objected to the proposed car park during the consultation exercise before the planning application was submitted.
- Raise concerns about the content of the Highways Statement (HS) as follows
  - Distance to the end of Willoughby Lane and the nearest train station will necessitate higher car movements than the HS quotes.
  - The AM peak time should be 7-8am as this reflects families leaving for the school run. This is also the case for residents leaving Stable Villas where 3 movements (60%) happen at this time. If this is applied to the Mansion there would be more than the estimated 4 depart trips leaving at peak time
  - Out of date reports estimating household car ownership levels have been used.
  - Access has not been used for vehicles – bin collection was done from the entrance to the access. The proposed situation will not be better than the historic position.
  - 5 visitor spaces are insufficient for 26 units (Repton Court has 22+ visitor spaces for 41 units)

- Safety concerns about 5 streams of traffic merging into one area outside the Mansion would lead to confusion about rights of way and ultimately accidents.
- Car Park should be provided in the forecourt area as the exit here would be safer. Also this would reduce objections to increased noise from traffic, light pollution from headlights and safety objections.
- 1 waiting bay for vehicles entering the access road is not enough
- Lack of visibility from the access road to cars coming from Repton Court due to Stable Villas brick pier.
- Poor visibility for cars leaving Stable Villas
- Use for residential will generate more vehicles travelling each way than the hotel use. Rarely traffic problems with the hotel use.
- Taking Repton Court, Stable Villas and the Mansion it is estimated that 150 cars could be coming up and down a single lane which is excessive, unjustified and harmful to the heritage asset with no substantial public benefit. There could be congestion on the Lane if the passing bays do not operate properly.
- Pedestrian access to Elmstead Station would reduce vehicle and pedestrian movements along Willoughby Lane.
- The use of land not in the ownership of the developers in front of Stable Villas is not acceptable as there is no guarantee that it can be purchased.

#### Policy concerns

- The development is not an extension so does not conform to NPPF or adopted plan policies in G4 so it is not appropriate development
- G4 limits extensions to 10% so it should be refused as it is not conforming to the development plan. Applicant assertions that the extension is within policy tolerance are incorrect.
- Car park is not on previously developed land and even if it is it fails the test of 'high environmental value' in NPPF 17.
- The development will not relieve pressure on the Metropolitan Land (MOL)
- Covering the car park with soil does not mitigate the impact of the building.
- Non viability of 14 unit approved scheme has not been proved.
- It is not acceptable that affordable housing contributions cannot be made from this larger scheme.
- Maybe the current applicant paid too much for site hence the need to try and accommodate so many more units and associated parking spaces.
- Insufficient infrastructure to cope with the new development at Repton Court, Stable Villas and a much larger scheme at the Mansion
- The previous scheme for 14 units was unopposed as it was the right balance of development for the site
- Site is being seriously overdeveloped with an unsympathetic extension and this will be demonstrably harmful to the setting of the Grade 1 listed building
- The NPPF requires a far more compelling case that the proposed development is sustainable than the applicant has given.
- The scheme is not providing any affordable housing and doesn't comply with policy in this respect, despite improvements in the economic climate and the high number of units proposed.

#### Heritage/Visual impact/Trees

- Proposed extension is incongruous to the only Grade 1 listed building in the borough and does not represent conservation and enhancement of the heritage asset.
- Loss of the trees and excavation of the bank in a Registered Garden is not acceptable.
- Some of the trees that have been removed already had a large diameter and are not just clearance of understorey. This is contrary to the position that the applicant claimed in the

report to Members in 2015 when application 15/00892/TPO was considered. This was deferred by Members for clarification.

- Improvements to the woodland resulting from the development are not a public benefit as they will be only available to residents
- Impact of traffic movements on the existing 100 year old retaining wall
- Possible displacement of wildlife in the wooded area
- There will be more green spaces lost with the new plans where land is being taken for the collection day binstore and the road widening to the new access road.

#### Privacy/security/protection/amenity

- Buffer of trees remaining between Stable Villas and new car park will not help in winter months
- Users of the historic walkways will have clear views into Stable Villas units as they are not allowed to erect boundary fences
- Top level of car park will be visible from the nearest houses.
- Stable Vilas cannot put in double glazing so noise from the development will have an adverse impact on these residents.
- Light from car headlights will shine directly into windows of these properties.
- Concerns about the structural impact of earth removal and building a significant structure so close to Stable Villas, which are also listed buildings with shallow foundations.

#### Drainage

- Proposed extension would impermeable hardstanding and could increase the danger of flooding, which occurs at times on the Golf Course and Willoughby Lane

#### Comments from Consultees

The Council's Highways Officer makes the following comments

"The applicant has proposed to provide a total of 55 car parking spaces including 5 for visitor car parking spaces. The parking spaces are located to the rear of the site and concealed in the proposed ground and first floor car park. I agree that this level of car parking is a practical and realistic level of parking when considering the site is aimed at the luxury housing market. The developer has now shown allocation of parking bays for each unit, clarified how the spaces between Mansion and Cottages would work and also agreed to submit a car Parking Management Plan, which is satisfactory.

I have now seen a revised layout for 46 cycle spaces and am satisfied as it as per London Plan.

The applicant has relocated the Refuse Storage and I consulted LBB Waste Service regarding servicing of the 26 units. Location and Swept Path Analysis for refuse vehicle are satisfactory.

The developer has now submitted a plan showing 9 passing places on Willoughby Lane. This would enable easier passage of vehicular movements along the narrow lane.

The developer is suggesting that the forecourt will be kept as vehicle free as possible but will accommodate service and delivery vehicles. I have no objection to this.

I have now seen revised Site Set Up Plan and am satisfied with the turning area/swept path analysis for vehicles that will be used during construction phase and wheel wash facility.

The retaining wall for the ramp is over a hundred year old and was merely for soil retention and not designed to take the proposed traffic of 26 units. The applicant has submitted a structural survey report / drawings for the existing / new retaining wall to demonstrate that it can sustain

the additional traffic load / movement. My observation in respect of the retaining wall is that the developer should satisfy himself that it will have sufficient integrity to support loads as a result of change of use.

The developer submitted a Stage 1 Road Safety Audit followed by Designers Response addressing auditor's points. This was satisfactory; however, I would like to see complete plans with increased level of details at Stage 2 Road Safety Audit, for example, details of the traffic lights, retaining wall, sight lines, signage and additional swept paths in light of cutting back the hedge area to widen the carriageway etc and separate drawings providing information about following:

1. Site clearance
2. General arrangement
3. Signs and Road Markings
4. Setting out
5. Standard details

Once again before any work is commenced on the access/highway works a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users.

Please condition Road Safety Audit and include the following with any permission:

**Condition**

- H01 (details of access layout) ...Willoughby Lane
- H03 (Satisfactory Parking)
- H13 (Gradient of access drive) ...1:10
- H16 (Hardstanding for wash-down facilities)
- H19 (Refuse storage)
- H22 (Cycle parking)
- H23 (Lighting scheme for access/parking)
- H29 (Construction Management Plan)
- H32 (Highway Drainage) “

The Council's Waste Advisor comments that the location of the proposed bin stores and the position of the collection point structure to be used on collection day is acceptable and of sufficient size.

The Council's Drainage Officer raises no objection and recommends a condition that the development is carried out in accordance with the submitted drainage documents and plans.

The Council's Environmental Health Officer raises no objection to the proposal and recommends conditions relating to the NOx emissions from gas boilers, the provision of electric car charging points. With regard the noise impact assessment the report finds no significant impact on neighbours from vehicle noise associated with the proposed car parking area. There would of course be audible traffic movements but the expected levels are reasonable and it is not usually considered necessary to achieve inaudibility. Overall no objections are raised on vehicle noise grounds.

Thames Water raise no objections with regard to the sewerage infrastructure. In terms of surface water drainage TW raise no objection and recommend a condition that shall ensure that storm

flows are adequately attenuated or regulated, regarding manhole connection . In terms of water an informative is recommended about water pressure.

Historic England comment that they initially raised concerns about the scale of development proposed and considered that the increase in the number of units and the proposed basement extension had the potential to harm the significance of the Grade One Listed Mansion and Grade Two Registered Park. Following discussion with the applicant and the Council, HE now offers the following advice which is summarised below

- The removal of the basement area for this unit is welcomed. The boiler flue should be colour matched to the elevation to make it as discreet as possible.
- Structural information to support the basement excavations to Flat 2 welcomed. Recommend a condition requiring submission of a sample of the proposed railings to ensure they are high quality and sensitive to the setting of the Mansion.
- The proposed setting back of the roof extension for Flat 14 is welcomed. Arrangements to ensure there is no paraphernalia on the terrace should be put in place.
- The new 2<sup>nd</sup> floor glazing in the east elevation for Flat 15 is an acceptable solution to achieve accommodation at this level. Details of the materials for this extension are required
- The provision of a window in the unused chimney stack for flat 19 is acceptable.
- A condition requiring the safe removal and storage of existing landscape features to meet the requirements of the Construction Management Plan is recommended.
- Further design information is required for the layout of the central courtyard to prevent parking and control the installation of signage as this is an important heritage benefit that must be implemented and permanently retained.
- The submission and implementation programmes for the Woodland Management Plan should be secured by S106 Agreement or condition as this aspect is an important heritage benefit of this scheme.

The Green Chain Working Party object as follows:

The further development or significant extension of buildings or small groups of buildings of particular significance by virtue of size, extent, having large grounds attached, or being surrounded by open land sites is not considered appropriate. Where redevelopment is proposed, consideration will first be given to the possible conversion of the site to open space or absorption into adjacent open areas. In the event of this not being achieved, then the height and extent of any new development should not exceed that of the existing and should be of a scale consistent with Green Chain Landscape and Conservation Policies. This policy is corroborated and supported by Policy B16 of the Local Plan (see Appendix). The Working Party therefore recommends that this application be opposed on the grounds that are not consistent with policies in the Bromley Local Plan or with the Green Chain's Supplementary Planning Guidance.

Tree Officer comments

From an arboricultural point of view the applicants consultants have addressed my previous recommendation to refuse the application. The only remaining argument was the presence of the Woodland TPO itself. The overall benefits of the redevelopment of the site and the input of woodland management across the remaining site is considered beneficial in the grand scheme of things. The trees to be lost in the proposed basement parking area are fairly scrubby following the removal of invasive species. Whilst some of these trees have been graded as B category, the individual value is limited. Even with management here, the thinning out of trees will leave the area looking sparse.

Walking around the woodland was useful and the comments made by Mr Gospel (Arboricultural Consultant) were useful in terms of recognising past management. Many specimens found to the east of Sundridge Park Manor are what would be considered parkland trees likely to have been planted during the landscape design associated with the Manor. The greater woodland has since fallen out of regular management and appears overgrown with pioneer species dominating the canopy layer. The continued management of the woodland as a result of application 15/02398/FULL1 is the major positive of the proposals.

There are insufficient grounds to continue with a recommendation to refuse the application. The tree officer would therefore recommend conditional permission with a condition focused on securing the woodland management for a greater period.

I would recommend the following conditions be applied in the event planning permission is granted:

*1. B20 Woodland Management Plan*

A woodland management plan, including tree and shrub planting, habitat enhancement, long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The plan shall include arrangements and timetable for its implementation and shall be carried out in accordance with the approved details.

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. B18 Trees - Arboricultural Method Statement*

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

The statement shall include details of:

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

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

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

A site notice was displayed at the premises on October 16 2015 and the deadline for comments expired on February 16 2016 and a press advertisement was published on October 7<sup>th</sup> 2015 and expired on October 29<sup>th</sup> 2015.

## **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  
H3 Affordable Housing – payment in lieu  
H7 Housing Density and Design  
T1 Transport Demand  
T2 Assessment of Transport Effects  
T3 Parking  
T6 Pedestrians  
T7 Cyclists  
BE1 Design of New Development  
BE8 Listed Buildings  
BE15 Historic Parks and Gardens  
BE17 High Buildings  
NE2 Development and Nature Conservation Sites  
NE3 Nature Conservation and Development  
NE7 Development and Trees  
NE8 Conservation and Management of trees and woodlands  
G2 Metropolitan Open Land  
G7 South East London Green Chain  
L9 Indoor Recreation and Leisure  
IMP1 Planning Obligations

Planning Obligations SPD and Addendum SPD dated January 2012

Affordable Housing SPD and Addendum to the Housing SPD dated January 2012

### **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
- 5.6 Residential extensions
- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.3 Development and nature conservation areas
- 8.7 Nature and trees
- 8.8 Conservation and management of trees and woodlands
- 8.15 Metropolitan Open Land
- 8.19 South East London Green Chain
- 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
- 5.0 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.17 Metropolitan Open Land
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning Obligations



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. National guidance is included in the National Planning Policy Framework and the most relevant paragraphs are set out below.

Paragraph 14 states a presumption in favour of sustainable development where development accords with the development plan.

Paragraph 17 seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings

Section 6 Requiring Good Design sets out a series of statements emphasising the need for good design to secure a positive contribution to making places better for people.

Section 9 relates to Green Belt development. The application lies on Metropolitan Open Land which benefits from the same protection as Green Belt Land. Therefore policies in this Section apply to this site. In particular, paragraph 89 advises that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this include limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use which would not have a greater impact on the openness of the Green Belt and the purpose for including land within it than the existing development.

Section 12: Conserving and enhancing the historic environment is also relevant including paragraphs 128, 131 -133 and 140. This advises that great weight will be given to the significance of a designated heritage asset. The more important the asset, the greater the weight should be. Any harm to the asset will be weighed against the public benefits of the proposal.

### **Planning History**

There have been numerous applications for development at the Mansion since 2005.

04/00955/FULL2: Use of existing buildings at Sundridge Park for conference and training facilities, hotel or wedding reception with associated car parking and leisure facilities. Approved 17.45.2004

05/03503/FULL: Change of use of existing Grade I listed Mansion to single dwelling with associated internal and external alterations and extensions and change of use of existing Coach House/Stable Block to seven residential dwellings with associated internal and external alterations, all with associated landscaping and car parking. Approved 7.7.2006

05/03505/LBC: Internal and external alterations to and partial demolition of existing Grade I listed Mansion and Coach House/Stable Block including demolition of the existing annexe in the curtilage of the Mansion and landscape restoration. Approved 7.7.2006

11.01181/EXTEND: Extension of time limit for implementation of permission ref. 05/03503/FULL1 granted for change of use of mansion to single dwelling with associated internal and external alterations and extensions and change of use of existing Coach House/ Stable Block to 7 dwellings with associated internal and external alterations, all with associated landscaping and car parking. Approved 4.10.2011

11/01989/FULL: Partial demolition/external alterations and two storey rear extension with basement and surface car parking and change of use of Mansion and The Cottage from hotel to 13 two bedroom and 1 three bedroom flats This application was permitted in October 2011.

11/01994/LBC: Partial demolition, internal and external alterations and rear extension to Mansion. Approved 12.10.2011.

11/01523/LBC: Demolition of The Cottage. Approved 2.11.2012

14/03032/CONDIT: Details submitted in relation to planning permission ref.14/03032/RECON: Condition 8 - protect interior features. Approved 25.3.2015

Various applications in 2014 to discharge conditions and amend the wording of conditions to allow phased implementation of 11/01989

14/02683/FULL: Partial demolition/external alterations and two storey rear extension with basement and surface car parking and change of use of Mansion and The Cottage from hotel to 15 two bedroom flats. Held in abeyance.

14/02685/LBC: Partial demolition/external alterations and two storey rear extension with basement and surface car parking and change of use of Mansion and The Cottage from hotel to 15 two bedroom flats. Held in abeyance.

15/00892/TPO: Blue Area As shown on Plan: Fell selected understorey trees (of whatever species but primarily Holm Oak, Rhododendron, Elder, Bamboo, Sycamore, Yew Sweet Chestnut and Birch) up to a maximum DBH of 150mm and a maximum top height of approximately 5 metres.

Red Area As shown on Plan: Fell selected understorey trees (of whatever species but primarily Holm Oak, Rhododendron, Elder, Sycamore and Birch) within 3 metres of Pulhamite Grotto.subject to: TPO 2432 (w1) Deferred by Plans Sub Committee and pending consideration

## **Conclusions**

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

- Principle of Development including S106 contributions
- Scale and Massing and Layout and Appearance
- Impact on Heritage Assets and character of the area
- Highways and Traffic Matters (including Cycle Parking and Refuse)
- Trees and Landscaping
- Standard of Accommodation and Amenity Space
- Impact on Neighbour Amenity
- Other technical matters

## **Principle of Development**

### **Acceptability of residential use of the site**

The original use of the Mansion until the use changed to a training and conference centre and more recently to a hotel. Planning permission was granted for the change of use of the Mansion to a single dwelling in 2005 but the scheme was not implemented. In 2011 planning permission was granted for the change of use of the Mansion and Cottage from hotel to 14 flats. The applicant advises that the scheme has been implemented by works carried out on site prior to the expiry of the permission in October 2014 in the form of provision of services, elevational alterations to The Cottage and the laying out of the landscaping in front of The Cottage.

It is considered that there is an established principle of the use of the Mansion for Class C3 residential use by virtue of this planning history and, therefore, the proposal to use the site for residential use in this application is acceptable, in principle.

The applicant has noted that the scheme will also contribute to the housing target for the delivery of additional housing in the borough in accordance with London Plan Policy 3.3: Increasing Housing Supply.

## Acceptability of proposed demolition

Detailed plans have been submitted setting out the extent of demolition to be carried out to enable the current development. The existing structures to be demolished are at the rear of the Mansion and these are mostly 19<sup>th</sup> and 20<sup>th</sup> century service buildings and are of less historic and architectural significance. The removal of these structures has previously been agreed as part of the approved 14 unit scheme. It should be noted that the areas to be demolished is less than agreed for the approved 14 unit scheme and this is welcomed.

On this basis the extent of demolition shown on the submitted plans is acceptable.

## Impact on Metropolitan Open Land

The site lies within designated Metropolitan Open Land and as such the provisions of UDP policy G4, London Plan Policy 7.17 and Section 9, especially para 89, of the NPPF apply when considering the acceptability of development within MOL, which has the same planning constraints as Green Belt Land.

In the first instance it is necessary to consider if the development is 'appropriate' development as set out in the above policies. Since the previous application for 14 units was considered the exceptions to inappropriate development have been amended by the NPPF and the London Plan so these are considered to be the most up to date documents for the purposes of the report.

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

Para 89 states that 'a local planning authority should regard the construction of new buildings as inappropriate in MOL' Exceptions to this are listed in the policy and the most relevant is bullet point 6 which states 'limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

Previously developed land is defined in the NPPF as 'Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.'

In this instance it is considered that the development is being carried out on previously developed land, including the garage extension. However it is considered that the proposed rear extension, including both the part for the flats and the garage, would have an impact on openness by reason of the increase in the bulk and mass of the building. This is demonstrated by the following table. The applicant has submitted comparison information for the extent of built development that is existing, approved (14 unit scheme) and proposed quantity the impact on openness. The table relates to the flat extension only part of the development

	Existing	Consented	Proposed	% change
Built footprint sqm	1,508	1,515	1,577	+4.6
Built volume cubic metres	9,588.8	10,711	10,433.1	+8.8
Hardstanding	2,305	2,098	2,589	+12.3
Footprint and hardstanding	3,813	3,613	4,166	+9.3

From this the proposed development represents an 8.8% increase in built volume and a 4.6% increase in built footprint over the existing building.

The 1<sup>st</sup> floor garage footprint and volume has been omitted from the above calculation. The first floor footprint is 236sq. The volume of the first floor garages is 566 cubic metres and the ground floor covered parking is 2497 cubic metres.

If the proposed garage extension is included the % increase in built footprint is 20.2% and volume is 40.1%.

As such, it is considered necessary to demonstrate that 'very special circumstances' exist that clearly outweigh the potential harm to Green Belt by way of inappropriateness and any other harm.

The applicant has addressed this issue in their Planning Statement and their submissions are briefly summarised below. Each aspect referred to in this paragraph is discussed in more detail in the relevant sections of the report but the overall conclusions are set out here.

In assessing this aspect it is appropriate to note that the flat element of the extension has been previously approved under the 14 unit scheme, albeit that the extension currently proposed is larger than the approved scheme. The applicant takes the view that it is typically accepted that a 50% increase in built development over and above the size of the original building is typically acceptable and that the proposed increase of 40% volume and 20% increase in footprint is acceptable.

In this case officers consider that the proposed garage is considerable but it is well concealed and screened from public vantage points.

In terms of the purpose of the MOL, it is necessary to consider if the increase built development would compromise the 5 purposes of MOL; check unrestricted sprawl of urban areas, prevent towns merging, safeguarding the countryside from encroachment, preserve the setting of historic towns and direct development to urban areas.

From its location on a very large site, to the rear of an existing building and adjacent to a significant wooded area officers consider that the development would not undermine the purposes of the MOL. This aspect is discussed in more detail elsewhere in this report.

The heritage gains are discussed in detail elsewhere in the report. However, briefly, officers consider that the development would contribute to securing the reuse of the listed building and bring it back into long term use, secure improvements to the fabric of the listed building which has not been properly maintained for some time, provide improvements to the woodland areas which have suffered from lack of management for some time and secure the removal of the cars from public vantage points which represents a significant heritage benefit that is endorsed by Historic England.

As previously stated the principle of the use of the property as Class C3 residential has been established through previous applications.

### S106 considerations

Policy IMP1 of the UDP and Policy 8.2 of the London Plan seeks planning contributions to mitigate against the impact of development where they are appropriate, necessary and relevant to the development. In this case financial contributions to health and education are expected together with the provision of affordable housing. In addition the preparation and implementation of a woodland management plan should be secured by legal agreement.

It should be noted that the applicant advises that the previous consented scheme for 14 units would only be commercially viable if the flats were sold for values that far exceed those for 2 and 3 bed units. The listed nature of the building and the lack of private garden limits the family market and the oversized properties are too large for people looking to downsize.

The applicant has submitted a financial viability assessment, as part of the consideration of the provision of affordable housing. The FVA seeks to demonstrate that the current scheme is not viable for the provision of affordable housing or health and education on the grounds that the overall scheme is unviable as it is below accepted profit targets for development.

The viability assessment has been independently assessed on behalf of the Council and the appointed consultant has considered the report in detail. Their conclusions have verified the claims of the applicant that the scheme will not fall within an acceptable profit threshold if affordable housing, health and education contributions are sought.

However the applicant is of the view that, despite this, the proposed development is feasible and refers to paragraph 3 of the NPPF which states that 'the risk of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time.'

The proposed improvements to the woodland area discussed below are included in the development proposal and it is recommended that the submission and implementation of the woodland management plan to secure improvements to the wider landscaped area within this site are secured by legal agreement.

In addition measures should be included in the legal agreement to ensure that any hardstanding for car parking and any structures for cycle parking and bin store associated with residential use of The Cottage are removed should planning permission be granted for the current scheme for the Mansion. This matter is discussed elsewhere in the report.

In conclusion, it is considered that the benefits generated by the proposed development, summarised above and discussed below, outweigh the harm to the MOL from the extent of the development in terms of its impact on openness and any other harm. As such the principle of development may be considered acceptable.

### **Impact on Heritage Assets**

In policy terms the application falls to be considered against policies BE8 of the UDP and Policy 7.8 of the London Plan. These policies seek to identify heritage assets so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account. UDP Policy BE8 states that applications for development involving a listed building or its setting 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 addition the NPPF para 132 states that 'great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or the loss of designated heritage assets of the highest significance, .... should be wholly exceptional'

Para 134 goes on to state that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighted against the public benefits of the proposal, including securing its optimum viable use.'

The applicant has submitted a detailed Heritage Impact Assessment which describes the significance of all the heritage assets, including any contributions made by their setting in accordance with the requirements of NPPF para 128. In accordance with the nationally established assessment criteria, the report concludes that the aesthetic value of the house is 'exceptional' and the garden of 'some value'. The historic value of the house is 'considerable' and the garden has 'some' significance. There is 'some' scientific value. The social value of the house and garden is 'considerable'.

The individual rooms have been recorded in a Gazetteer and ranked in order of significance. The most significant rooms are found in Flat 2 and the rotunda staircase between the ground and first floors. The external walls on the south, west and east elevations are also of the highest significance. The lowest or neutral level of significance relates to the existing extensions at the rear and some of the internal rooms that were converted into hotel bedrooms. The report goes on to assess the impact of the proposed works on the internal and external layout.

In this respect, the report grades the impact of each of the interventions proposed and finds that 12 changes are graded as moderate or major beneficial and 3 as moderate adverse with the remaining changes of minor beneficial, neutral or minor adverse impact. The adverse impacts relate to the position of a door, the removal of a staircase and the addition of a new staircase.

The benefits relate to the improvements to the setting of the building including the restoration of woodland walks and the pulhamite grotto and removal of cars from the forecourt area. Internally the reinstatement of the main entrance hallway to communal use (this was lost in the approved scheme and assigned to one flat) and the retention of much of the original historic fabric is significant.

Overall the applicants report concludes that when the impact of the proposals is considered cumulatively, the public benefits have been shown to far outweigh the predicted harm to the heritage assets.

In considering the acceptability of the proposed changes to the building in historic terms, Historic England have the authority to direct the local planning authority and they have authorised that the local planning authority can determine application as they think fit. Finally endorsement of this view is required by the Secretary of State and this is awaited.

In addition Historic England have made comments on the proposals which are summarised as follows:

- The removal of the basement area for this unit is welcomed. The boiler flue should be colour matched to the elevation to make it as discreet as possible.
- Structural information to support the basement excavations to Flat 2 welcomed. Recommend a condition requiring submission of a sample of the proposed railings to ensure they are high quality and sensitive to the setting of the Mansion.
- The proposed setting back of the roof extension for Flat 14 is welcomed. Arrangements to ensure there is no paraphernalia on the terrace should be put in place.
- The new 2<sup>nd</sup> floor glazing in the east elevation for Flat 15 is an acceptable solution to achieve accommodation at this level. Details of the materials for this extension are required
- The provision of a window in the unused chimney stack for flat 19 is acceptable.
- A condition requiring the safe removal and storage of existing landscape features to meet the requirements of the Constriction Management Plan is recommended.

- Further design information is required for the layout of the central courtyard to prevent parking and control the installation of signage as this is an important heritage benefit that must be implemented and permanently retained.
- The submission and implementation programmes for the Woodland Management Plan should be secured by S106 Agreement or condition as this aspect is an important heritage benefit of this scheme.

In addition to the extension for the flats and garages there is a 2 storey extension proposed for the rear of the existing ballroom that will form part of Flat 6. This extension was approved as part of the 14 unit scheme and the extend of new build is the same as that approved. In this submission, the previous roof top amenity space has been removed and a condition to retain this position is recommended.

The proposal involves a range of demolition, repair and refurbishment works together with the erection of extensions at the rear of the building.

There are numerous factors to consider in the assessment of the acceptability of the overall proposal, namely

- The impact of the internal and external alterations on the historic fabric of the building.  
The internal works proposed have been assessed as part of an on-going process with Historic England and the Council's Conservation Officer and it is considered that the proposed changes can be sympathetically carried out without causing harm to the overall historic fabric of the building.
- The impact of the proposed extensions on the historic fabric of the building  
The primary extension to the building involves the demolition of much of the service areas which were added in Victorian times and which are at the rear of the building. These are largely hidden from view by the principal elevations and the loss of these parts of the structure are considered to be acceptable.

The replacement extension is in 2 parts namely the part to accommodate additional flats and the part to provide car parking and servicing for the building.

The rear elevation of that part of the extension which will provide the flats is broadly in line with the rear elevation of the scheme approved in 2011 for 14 flats. The width and height of this part of the building are greater than the approved building. However, this part of the building sits back from the existing retaining wall and in terms of height, mass and scale it is considered to be in keeping with the existing building and will not detract from the most valued historic elements of the building.

The part of the building that will provide the 2 levels of car parking will extend beyond the existing retaining wall by approximately 18m and this requires the removal of part of the existing wooded bank in this location. The impact of this in terms of the removal of trees is discussed elsewhere in this report.

In terms of the impact on the heritage asset of the building the garage part of the extension will be a significant feature. However it is located away from the most valued part of the listed building and beyond an extension that is similar in style and scale to one that has previously been approved. In addition the extension would not be visible from the north or west elevation

The appearance of the garages on the upper deck will be softened by extending the remaining bank over the roof of the garages and landscaping the rooftop area. In addition the landscaping plan shows additional tree planting in this area.

From the East Lawn the garages will be shielded from view by a retaining wall which will enclose the upper deck and the land will be graded to meet the top of the retaining wall.

In this respect it is considered that the proposed garage extension would not have a significantly harmful impact on the most valued part of the Mansion building or the overall setting of the listed building.

In terms of the impact on the listed buildings at Stable Villas, the closest property is No 5 Stable Villas. The rear elevation is set back approximately 32m from the edge of the closest garage. However the view from any of the properties on this side of Stable Villas at ground floor level will not be of the garage itself as this will be set behind a retaining wall as a result of grading of the bank over the roof of the garages. In addition there are retained trees on the intervening land and the landscaping strategy shows additional planting to augment the retained trees. In this respect it is considered that the proposed structure will not have a significantly harmful effect on the setting of the listed buildings at Stable Villas.

- The need to secure the long term future of the listed building.

The Mansion represents an important aspect of history and historical development in the borough and possesses significant heritage value. Several planning applications have been submitted and approved for schemes to secure the long term future of the building. To date none of the approved schemes have proved sufficiently viable to be brought forward by the then owners.

Elsewhere in this report details of the financial viability of the scheme are discussed and this is a relevant aspect of securing the long term future of the listed building.

- The balance of the impact of the interventions against the benefits of the proposed development.

In heritage terms the justification for the changes to the listed building and its setting have been considered above. The interventions to the most valued part of the building are largely internal and have been discussed and amended to the proposals in the current submission and these are considered acceptable.

In terms of the external alterations the proposed car park is the most significant. The removal of the car parking from the forecourt to better reveal the main entrance to this Grade 1 listed building is strongly supported by Historic England and is seen as a significant benefit resulting from this proposal. In terms of tree removal, additional research work has been carried out to better understand the design of the existing rear bank and this has led to justification for the removal of part of the bank and placement of the parking in this area. Other significant external benefits include the restoration of the woodland, the woodland walks and the pulhamite grotto, all of which are significant features of the setting of the listed building.

In conclusion and in the light of the evidence that the applicant has submitted, it is considered that, on balance, the proposed alterations and extensions to Sundridge Mansion and its setting would result in less than substantial harm and are acceptable and will result in the long term viable retention of the Mansion.

#### 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 numerous documents for consideration of highway matters as follows:

Highways Statement dated May 2015

Highways Note received on 20.4.2016

Response to Highway Officer Comments received on 7.4.2016 (received 20.4.2016)

Construction Management Plan dated 19.4.2016

Road Safety Audit Stage 1 dated May 2016

Designers Response to Road Safety Audit dated 10.5.2016

Taking all of the above documents into account the applicant provides information regarding existing and proposed traffic generation at the site, proposed vehicle access to Willoughby Lane, proposed access from Willoughby Lane to the Mansion site, proposed vehicle and cycle parking, refuse and recycling collection. A Road Safety Audit has been carried out to assess the safety of vehicle movements from Willoughby Lane to the access road to the rear of the Mansion and the impact this will have on the communal road layout in this area.

- Existing and proposed traffic generation at the site.

The Highways Statement uses TRICS data and advises that the existing use generated 25 two way trips during the AM peak, 24 two way trips during the PM peak and 229 two way daily trips.

Following concerns raised by the Highways Officer on the proposed traffic generation, the applicant has submitted revised information which shows AM peak rates at 16 two way trips and PM peak rates at 19 two way trips.

Information has also been provided for the combination of trip rates for the Mansion, Repton Court and Stable Villas which shows a maximum AM peak of 44 two way trips and a maximum PM peak of 53 two way trips. Based on the worst case, during the busiest PM peak time period this equates to 1 arrival every 5 minutes and 1 departure every 10 minutes, therefore the chances for two vehicles meeting at the same time is low.

The applicant considers that this trip information is robust as it uses higher rates than for previous schemes and it is unlikely that this number of movements would have an adverse effect on traffic capacity.

The Council's Highways Officer advises that this development is unlikely to have adverse effect on traffic capacity or safety.

Concerns about the ability of vehicles to pass on Willoughby Lane once the proposed development is complete have been expressed by residents. The applicant has submitted a plan showing 9 parking places along the lane that have been provided during the construction period for Repton Court. Whilst these are on land owned by the golf course there is no indication that the golf club will not retain these passing places in the future.

- Proposed vehicle junction for Willoughby Lane and Plaistow Lane.

In terms of the volume of traffic using the junction of Willoughby Lane and Plaistow Lane, using the information provided above, it is considered that the anticipated trip generation during peak periods from both the Mansion and the combination of movements relating to

Repton Court, Stable Villas and the Mansion will not place an unacceptable burden on this junction.

It may be useful to note that in 2011 there was extant permission for 80 units on the combined sites using Willoughby Lane. (5 units at Stable Villas, 61 at Repton Court and 14 at The Mansion)

The current proposal for the Mansion, the 5 units at Stable Villas and the 41 units at Repton Court result in a total of 82 units using Willoughby Lane.

It is also noted that a car park for approximately 30 cars has been provided for the Golf Club with access via Willoughby Lane. It is considered that it is unlikely that this will be in significant use during either the AM or PM peak periods. There will be additional vehicle movements along Willoughby Lane to service this car park but it is not anticipated that these traffic movements will have a significant adverse impact on the junction of Willoughby Lane and Plaistow Lane.

- Proposed access from Willoughby Lane to the Mansion site, including Safety Audit considerations

The submitted plans show that the vehicle parking for the proposed development will be provided within a new extension to the rear of the Mansion. The removal of car parking in the forecourt area is considered to be a significant historic and public gain from the development. This is discussed in more detail elsewhere in this report.

To gain vehicle access to the car park, an existing single lane vehicle access at the rear of the Mansion will be used. The profile of the access road will be changed to enable ramped access to a proposed basement parking area and upper deck parking area. In addition the width of the access road will be increased at the mouth of the road to enable cars to pass each other. To enable safe movement of vehicles along the single lane element a stop/go traffic light system is proposed. A traffic signal will be placed between The Cottage and the retaining wall to Stable Villas and this will allow a car to wait on either side of the entrance to Stable Villas when the entrance light is red should 2 cars wish to enter the car park at the same time. For vehicles leaving Stable Villas it will be possible for the driver to see the traffic signal and should it be on red this indicates that a vehicle is coming from the car park to the left and they will need to wait until the light turns green which means that no vehicles can come from the garage as there will be a red light at this point.

At this point the access road will be wide enough for incoming and outgoing cars to pass each other. The applicant advises that the priority of the lights will be for vehicles entering the site, with vehicles held within the parking area until all incoming vehicles have entered the parking area. This will reduce the potential for vehicles queuing on Willoughby Lane at this point.

Road markings are proposed within the site showing that vehicles within the site should give way to vehicles coming from Repton Court on the right and into Stable Villas from the left.

A plan has been provided showing that it is possible for two way movement of vehicles in Willoughby Lane in this area demonstrating that if a car wishing to enter the proposed car park does have to wait in Willoughby Lane this will not hinder traffic flow to Repton Court.

Considerable concern has been raised by residents in Stable Villas and some new residents from Repton Court to this access arrangement on safety grounds. The concerns are largely around to conflicting movements of vehicles coming into Willoughby Lane from 5 different directions at this point.

A Road Safety Audit has been carried out to consider concerns in this respect. The Audit was carried out by the applicants highways consultant with 2 of the Councils Highways Officers also present. The Audit found 4 problem areas as follows. The applicant has submitted a document responding to the concerns raised in the Audit. This states

1. Risk of front to side vehicle impact collisions for vehicles leaving Stable Villas. The report recommends installing measures for drivers exiting the basement that will remind them to look right and give way to vehicles leaving Stable Villas and measures for drivers exiting Stable Villas to warn them of vehicles approaching from the left. The applicant has responded by advising that a warning signs are to be provided for reminding vehicles exiting the car park that vehicles approaching from the right and from Stable Villas that vehicles approaching from the left. In addition the give way markings to stop vehicles before they enter Willoughby Way will be moved forward from their original position, giving better alignment and inter-visibility between cars moving from the car park and Stable Villas
2. Potential risk of sideswipes or front to back impact collisions between vehicles travelling down the hill from Repton Court and leaving the site of Stable Villas. The report recommends providing warning of traffic approaching from the left and measures to improve the existing surface skid resistance of the slope, warning for vehicles leaving the access road that vehicles approaching from the right and realign the junction and/or introduce traffic priorities. The applicant has responded by advising that there is a sign warning that vehicles approaching from the left for drivers leaving Repton Court. Whilst this road is not in the ownership of the applicant, there is an agreement with Millgate Homes (developers of Repton Court) that the road will be resurfaced once all of the development in this area has been completed to improve the appearance of the area and the applicant is seeking agreement to incorporating the skid resistant measures proposed.
3. Risk of injury to vehicle occupants and collision with off road object from vehicles leaving the access road and travelling down the bank by The Cottage. The report recommends a suitable barrier for vehicle protection at the top of the embankment. The applicant agrees this recommendation and details of a suitable barrier will be sought by a relevant condition
4. Risk of injury to vehicle collision with off road object, namely taller vehicles hitting the proposed traffic signal. The report recommends ensuring that there is sufficient lateral clearance of the traffic signal to avoid collision or repositioning the signal. The applicant advises that the signal head will be relocated to the top of the wall.

On the basis of the response reported above the Council's Highways Officer considers that the proposed development can comply with the requirements of the Safety Audit subject to the submission of detailed documentation showing details of the above measures. A condition requiring submission of detailed documents and compliance with the Road Safety Audit Stages 2 and 3 are recommended.

- Access ramp

The applicant has submitted a Statement from The Morton Partnership, who are specialist historic building structural surveyors, together with drawings showing construction details of the proposed ramp to the upper and lower deck. The proposal is to regrade the ramp to provide access to the new car park. The west end will be lowered and the level at the east end will be raised to just over 1m. The Engineer has inspected that wall and advises that it appears reasonable and with no significant structural defects and concludes that the proposal is acceptable in this respect.

- Car parking

A total of 55 car parking spaces are provided including 6 spaces allocated for The Cottage.

For the Mansion, one unit will have 3 spaces, 20 units will have 2 spaces and 1 unit will have 1 space. For The Cottage 2 flats will have 2 spaces and 2 flats will have 1 space. A total of five visitor spaces are provided.

At basement level a total of 36 parking spaces will be provided. This provides tandem parking for 13 units, 1 space for Flat 20 and 3 visitor spaces. Six spaces for the 4 units in The Cottage are also provided here.

At deck level a total of 19 spaces are provided. Double garages are provided for 5 flats plus 1 visitor space and 1 disabled visitor space and spaces for 4 flats.

Car parking provision is made for flats proposed for The Cottage within the proposed Mansion car park. A separate planning application (15/02133) for the conversion of The Cottage to 4 units is currently pending and shows forecourt parking for the flats. This would not meet the requirements for a car free forecourt if permission is granted for the development of the Mansion. So if permission is granted for The Cottage and completed ahead of the development of the Mansion, measures will be secured as part of The Cottage application to cease the use of the permitted parking spaces prior to the first use of any of the flats in the Mansion.

Should permission for the development of the Mansion be granted, a clause in the proposed S106 legal agreement will secure the removal of the car parking related to The Cottage from the forecourt prior to the first occupation of any of the units.

The applicant has submitted several letters from Millgate Homes, the developer of Repton Court. The letters advises that agreement has been reached for visitors to the Coach House to use 5 spaces within the Repton Court development. In addition they have advised that they are willing to release the amenity land adjacent to Stable Villas to facilitate the revised alignment to the entrance of the access road in the interests of securing the safe operation of the access arrangements from Willoughby Road to the Mansion car park. It should be noted that this land will be required to implement the development should permission be granted and conditions will be recommended to secure compliance with relevant plans in this respect.

The Council's Highways Officer advises that the proposed level of parking is practical and realistic when considering the site will provide luxury housing. The developer has shown the allocation of parking bays per unit, how the space between the Mansion and The Cottage would work and also agreed to submit a Car Park Management Plan, which will be secured by condition.

- Servicing and Delivery

As previously mentioned one of the significant benefits of the current proposal is the removal of the existing car parking from the frontage of the building. A condition is recommended for the submission of details to deter parking from the area on a permanent basis. However it is recognised that the access road to the rear of the building, leading to the car park, is not suitable for servicing and delivery vehicles. It is proposed that the forecourt area will be used for servicing and deliveries only and a condition is recommended seeking measures to manage the servicing and deliveries to the property to minimise the impact on the listed building.

- Cycle Parking

The London Plan requires the provision of 2 spaces for each unit in a secure and convenient location. A total of 46 cycle parking spaces are provided. This is partly provided within the garages for units 1,2,5,6,and 7 and 2 separate secure and covered areas are provided within the basement parking area for the remainder of the cycle parking.

- Refuse and recycling collection.

Refuse and recycling storage is provided in the basement area of the Mansion. It is not possible to gain vehicular access directly to the binstore so the bins will be moved to a separate covered bin storage area near the front entrance on collection day and then returned to the internal binstore. The binstore will be located on the south-western side of the main forecourt entrance and will be screened by hedging. The applicant advises that there will be a permanent on site manager to ensure that this takes place and bins are not left in the frontage area indefinitely. This measure is also secured by condition.

A plan demonstrating that there is sufficient turning for refuse and delivery vehicles has been submitted and is considered to be acceptable.

- Construction Management Plan (CMP)

A CMP has been submitted which sets out details of how the site will operate during the construction process.

It is not possible to use the rear access road for a crane so it is proposed to provide a haul road from just south of the forecourt entrance around the southern lawn and on to the east lawn. The CMS shows that operative parking can be accommodated on site and a turning area for lorries on the east lawn can be accommodated.

To facilitate this several historic landscape features will need to be temporarily removed to safe storage for reinstatement on completion of the construction works.

In summary, the removal of cars from the forecourt area is considered to be a very important benefit of the proposed scheme and it is essential that acceptable alternative parking arrangements are in place. The extent of the proposed rear car park is a product of the number of units within the development and the low PTAL (zero) afforded to this site. The impact of the car park on the heritage assets, trees and the amenity of the adjacent residents are discussed elsewhere.

In terms of the impact from a highways point of view, it is considered that the number of trips generated by the development will not have a significantly detrimental impact on the highway network or the operation of Willoughby Lane in its own right and cumulatively with the Repton Development, Stable Villas and the car park for the golf course.

In terms of car parking for residents and visitors it is considered that there are a sufficient number of spaces and the conditions to deter parking on the forecourt are enforceable and reasonable. The proposed arrangements for vehicle access to the proposed car park have been scrutinised through a Road Safety Audit and the measures recommended to minimise adverse road safety conditions have been accepted by the applicant and demonstrated on submitted plans.

On this basis it is considered that the highway proposals or the development are acceptable subject to recommended conditions.

## Trees and Landscaping

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

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.

The applicant has submitted a detailed Tree Survey and Arboricultural Assessment. This document identifies all of the trees that were on the site at the time of the survey on February 3<sup>rd</sup> 2015. The survey makes recommendations for works to trees irrespective of the development proposals and then identifies the trees to be removed to enable the extension to be constructed. A total of 85 trees, 2 areas of trees, 2 groups of trees have been assessed as they lie in and around the area affected by the proposed development.

It should be noted that there is an area to the rear of the building is partially covered by a woodland Tree Preservation Order. The TPO boundary is set back from the existing rear retaining wall and this area is not covered by the TPO. In addition as part of the consented 14 unit scheme, terraces extended into the woodland bank at the rear of the Mansion and to enable this it was agreed that trees in this location could be removed.

Of the 85 trees, 2 groups of trees, 2 areas of trees and 1 woodland included within the tree survey, the tree removals proposed under the application proposals can be defined as follows:

Trees that have already been removed which comply with the consented 14 unit scheme are T002, T007, T008, T009, T015, T036, T085, G001 (1 tree from) and A001 – partial removal. Of these trees, five were designated Cat U and were considered a hazard to site personnel. (5xU, 2xC, 0xB, 0xA sections of 2 Cat C groups or areas). Total of 7 individual trees and 2 partial groups/areas.

Other trees which have already been removed are T001, T003, T004 (0xU, 2xC, 1xB, 0xA). Total of 3 individual trees.

All of the above trees and low level vegetation, which have already been removed, were located outside of the Tree Preservation Order and therefore did not require prior permission for removal. They were removed to enable safe and clear access to carry out additional survey work on the embankment and within the woodland.

Of the trees approved for removal within the consented 14 unit scheme the following items remain outstanding – T014, T015, T016, T019, T037, A001– partial, G001 – remaining specimens, and have yet to be removed. Several of the trees detailed individually within the previous survey are included within the understory items grouped as A001. Total of 5 individual trees and 2 partial groups/areas.

In addition to the previously approved removals under the consented 14 unit scheme, the following tree removals are required as a result of the proposed construction (not previously consented): T005, T006, T010, T011, T012, T013, T017, T018, T020, T021, T022, T023, T028, T043, A001 – partial, A002 – partial and W001 – partial. (1xU, 5xC, 8xB, 0xA, sections of 3 C areas/groups/woodland). Total of 14 individual trees and 3 partial areas/woodland groups

Of the outstanding tree removals listed above, 11 individual trees as well as partial low level vegetation from A001, A002 and W001 are covered by the TPO.

The partial removal of low level vegetation in A001, A002 and W001 was previously recommended for approval by the Tree Officer under application 15/00892/TPO.

With regard to the remainder of the trees, these will be retained with works recommended for some to ensure their long term survival.

The report also sets out details of tree protection measures during construction. An evaluation report of the impact of the proposed car park on tree canopy cover in the wider context has been submitted by the applicant. The construction will be undertaken using a sheet piling system to minimise the required extent of excavation. The overall loss of canopy cover equates to 5.4% of the wooded area in the site ownership or 3.5% of the wider woodland. A deep soil layer will be provided on top of the roof of the proposed garages and a scheme of mitigation replacement tree planting has been submitted. This will reduce the loss on site to 2.2% and 1.5% for the overall woodland. It is anticipated that it will take 10-15 years to provide full canopy replacement.

In addition the evaluation report advises that this woodland is in a severely neglected state, with the spread of unwanted species and vegetation, and significant investment of resources will be required to improve this feature of the site. The development of the site in the manner proposed will allow works to restore and enhance the character of the woodland within the ownership of the applicant as well as open up access routes through the woodland and allow the restoration of the Pulhamite feature on the site.

The Council's Tree Officer has assessed the application and advises that the majority of trees that would be lost as a result of this development are shown to be in poor condition following the removal of much of the invasive species in this area. Whilst some of the trees are graded as category Class B, their individual value is limited.

The remainder of the woodland has fallen out of regular management and appears overgrown with pioneer species dominating the canopy layer. The opportunity to secure much needed improvements to the wider woodland and the provision of mitigating replacement planting in the area above the proposed garages outweigh the loss of trees proposed as part of this application is welcomed. There will also be additional planting between the side elevation of the garage and the boundary with 5 Stable Villas to improve the screening of this boundary.

With regard to the proposed landscaping for the site, the applicant has submitted a detailed Landscape Report which sets out the historical context of the landscaped park that was designed by Sir Humphry Repton. It is intended that the views to and from the existing gardens and woodland shall be enhanced wherever possible. The principle change in the landscaping is the removal of car parking from the gravel area in front of the main entrance and laying out of an oval shaped carriageway which is a similar layout to the original Repton design for this area. The importance of this feature has already been discussed in the section entitled Impact on Heritage Assets. To the east the lawns will be re-laid and retain the existing layout. As mentioned above the woodland behind the Mansion will be managed and replanted with appropriate species. The Pulhamite features and woodland walks will be restored. Formal planting will be provided on the terraces to the south and east of the building. In addition there will be formal planting in the centre and around the perimeter of the entrance forecourt to provide an appropriate setting for the Grade 1 listed building.

Historic England have been consulted on the Landscaping Report for this Registered Park and they strongly support the woodland management plan, the planting of historic tree species, the

restoration of significant historic features such as the historic pathways and carriageways and the pulhamite features. The removal of the car parking at the front of the Mansion is a necessary historic benefit of the proposals for the Mansion and they consider it essential to have measures in place to prevent vehicles from parking at the edges of the carriageway.

In order to secure the significant improvements to the woodland within the applicants ownership and other landscape related benefits described above and the implementation of that plan, it is recommended that a woodland management plan is secured by S106 legal agreement.

### Scale and massing and layout 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 Policy BE11 sets out standards expected for development involving or related to listed buildings. 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.

In terms of layout and appearance of the building, the following changes will be made to the existing Mansion building to accommodate the proposed 22 flats.

- Excavation of existing basement areas

The existing proposal shows substantial excavation of the existing basement to provide accommodation for flats 2, 3 and 4. The works will be entirely within the envelope of the existing basement with the exception of a new lightwells for flats 4 and a new basement terrace for flat 2 which will be on the eastern elevation. The terrace will be enclosed by railings at ground floor level and the lightwell will have planting around it.

A letter has been submitted by a specialist historic structural engineer who considers the impact of the excavation of the structural integrity of the building.

No concerns to this element are raised from an historic point of view and it is considered that the proposed basement terrace and lightwell will not detract from the appearance of the Mansion.

- Increase in development at roof level.  
Apartments 19, 20, 21 and half of 22 will be within the existing roof structure. Three new flats (Nos 18, 14 and half of 22) will be created at roof level by extending the existing roof



structure. For flats 14 and 22 the new facade will be set back from the east elevation of the building significantly reducing the visibility of the roof extension. Flat 18 will be set back from the western elevation. Where the new extension on the east elevation meets the existing building a small 'link' has been provided at roof level.

No concerns to this element are raised from an historic point of view and it is considered that the proposed roof extension will not detract from the appearance of the Mansion.

- Extension to the ballroom which is unchanged from the extension approved for the 14 unit scheme.
- The current scheme proposes less demolition of the historic fabric of the building, which is welcomed.
- A new internal central courtyard is proposed with a staircase extending from basement level to roof level, This will primarily link the new extension to the historic part of the building, provide primary and level access to all of the flats in this part of the building, including the roof top flats, and light and natural ventilation into this part of the building. The design of the internal elevation and the staircase reflect the design of the rest of the building to ensure that this part of the building makes a positive contribution to the overall building.
- Rear extension to provide new flats and car parking

The external appearance of the flatted element of the rear extension has been designed to reflect the historic references to the original architect, John Nash. The scheme has distinctive set back arched fenestration which is a hallmark of John Nash and brings a distinctive appearance to the rear elevation of the extension. Some of the detailing, such as coping and string courses, is used to tie together the new and old elements of the building but the ornate features of the historic part of the building are not replicated on the new, giving it a simpler appearance.

The layout of the residential part of the new extension on the north side of the Mansion is similar to the layout previously approved but the width has increase by approximately 3m and the height by approximately 2m. This lifts the windows of the flats at first floor level above the cars that will be parked on the upper deck and allows level access to be provided from the car park, with the use of the lift, to the properties in this part of the building.

The previously approved scheme shows new flats in the extension at first and second floor levels and terraces for the first floor flats extending into the banked area at the rear. The proposed scheme extends into the bank by approximately 14m beyond the previously approved terrace and provides the 2 levels of car parking for the development.

The proposed car parking element of the extension will be at part ground floor and part first floor with access ramps down to the lower level and up to the upper garage/parking deck. .

In terms of layout, this element will have the greatest impact on the future layout of the site. The applicant has taken measures to reduce the visual impact of the garage extension. The upper floor will be submerged with the proposed garages being covered with a deep layer of soil to incorporate the structure into the landscape. As previously discussed the garage will be largely screened from public view by existing buildings but it will be visible from the upper floors of some properties in Stable Villas.

- Increase in number of units from 12 to 22

The changes in layout described above combine to allow the additional 10 units as follows;

Ground floor: Approved flat 2 has become flats 2, 3 and 4	+2
First floor: Approved flats 7 and 8 are now flats 11, 12 & 13	+1
New Flat 10 created	+1
Second floor: approved flats 9 and 10m are now flats 15,16 & 17	+1
New flats 14, 18 and 22 created	+3
Approved flat 10 is now flats 19 and 20	+1
Approved flat 11 is now flats 21 and 22	+1

As can be seen from the above some of the new units are achieved by reducing the size of some of the previously large units and some are achieved by new extensions, such as on the roof area.

- Scale and massing

As discussed above there is little change between the scale and bulk of the Mansion between the approved 14 units scheme and the proposed scheme. The additional height and width of the flatted element of the rear extension and the additional floorspace provided in the extensions at roof level are not considered to be substantial nor would it be detrimental to the setting of the listed building.

- Impact on the character and appearance of the area

The Mansion forms part of a group of buildings that have seen significant change in form and use in recent years. The site, referred to as Repton Court, was previously called the Butten Building primarily residential accommodation associated with the use of the Mansion as a training and conference facility that operated from the mid 1950's until 2004 when planning permission was granted for conference, training, hotel and wedding function use of the Mansion and the Butten Building.

In 2005, permission was granted for the demolition of the Butten building and erection of 61 flats. The scheme at Repton Court today comprises a total of 41 flats and houses built in a traditional style which relates to the style of the Mansion. At the time of writing this report the units are largely complete and some are now occupied.

Permission was also granted for the change of use of the Coach House, now Stable Villas, to 5 units and this has been implemented. The building itself is statutory listed in its own right and was largely unchanged to achieve its conversion to residential.

At this time permission was granted for the Mansion to be a single dwelling.

The extant scheme for 14 units was granted but not implemented for the reason set out elsewhere in the report. At present the site remains unchanged in its external physical form. The previous hotel use ceased in November 2014 and has been vacant since it was bought by the applicant at that time.

The setting of the buildings is determined by the extensive parkland and wooded area surrounding this collection of buildings which is a Grade II Registered Park. The land is used as a golf course which largely retains the form of the historic parkland with some additional tree planting over time to augment the golf course.

The area around the Mansion site is wholly residential with a grandeur that is derived from the historic buildings, the parkland and the form and appearance of the new development at

Repton Court. As previously discussed the visual appearance of the Mansion from the wider public realm will be largely unchanged, particularly the west and southern elevations facing Willoughby Lane and the golf course. The new build extensions here will be largely screened by the existing buildings, including the view of the proposed parking part of the rear extension. From the east lawn, which can only be accessed from the Mansion, there will be some changes to the elevation towards the woodland but these will be in keeping with the historic appearance of this part of the building.

The removal of the car parking in the forecourt of the Mansion and the landscaping of this area to replicate the historical carriageway will have a significant visual impact on the character and appearance of the area. This will influence the approach to all of the properties in this area and it is considered that this will have a significantly beneficial visual impact.

In terms of the impact of the additional vehicle movements in this area, the current proposals to develop the Cottage and the Mansion amount to an increase of 12 units above the extant permission for the site. This will generate more car vehicle movements to and from the site which will be entirely to the rear of The Mansion. It is considered that, when taken in comparison with traffic movements envisaged in 2005 and 2011, the volume of traffic generation will not be significantly greater or result in more harm to the area.

In summary it is considered that, taking account of all of these factors, the proposed development of the Mansion will not have an adverse impact on the character and appearance of the area or the setting of the listed buildings.

To conclude this section of the report the acceptability of the overall design of the development must take account of all of the aspects above. It is considered that the scale and massing, layout and appearance of the proposed restoration and new build elements of the scheme. In their own right, come together to provide a high quality design that will not detract from the character and appearance of the area or the setting of the listed Mansion.

### 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, floor to ceiling heights, air quality, climate change and mitigation, water supply, flooding and ecology.

New developments should provide a range of housing choices in terms of mix of housing sizes and types.

All new housing will be required to meet the standards set out in Policy 3.8 which 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. In this case the layout of the wheelchair units should demonstrate that they are easily adaptable for future residents who are wheelchair users. The aim of this policy is to provide housing for residents that is easily adaptable in order to lead dignified and independent lives. In order to secure these standards, it is necessary to apply a condition that the development meets the requirements of the relevant Building Regulation standards.

In terms of the mix and type of house sizes, this development proposes the provision of units with a mix of sizes namely 3 x 1 bed units 18 x 2 bed units and 1 x 3 bed unit. All of the units will be market units with no provision for affordable housing. This matter is discussed in more detail elsewhere in the report.

In terms of the size of the proposed units the smallest 1 bed flat measures 60.1 sqm and the relevant size standard in the London Plan is 50 sqm. The smallest 2 bed flat measures 71.7 sqm and the relevant size standard in the London Plan is 70 sqm. The 3 bed unit measures 328.4 sqm which significantly exceeds the space standard of 95 sqm.

In terms of wheelchair housing, flats 14 and 18 are identified to be wheelchair adaptable. The applicant has submitted detailed plans for each unit to demonstrate how it will meet that the wheelchair standards in the London Plan. A condition securing the compliance with the Building Regulations is recommended. Flats 14 and 18 are on the second floor and lift access to the units will be via the car park lower deck where dedicated disabled parking spaces are provided.

In terms of amenity space, 6 of the flats have direct access to private amenity space. Two flats have direct access to the eastern terrace. The remainder of the flats do not have any private amenity space. This is contrary to London Plan guidance in this respect which seeks to have private amenity space for all units.

Whilst this is not a desirable position, it is relevant to take into account that all future residents will have access to the east lawn and the extensive woodland area to the north of the Mansion, the condition of which will be greatly improved under the proposed woodland management plan. On this basis the absence of private amenity space is considered to be acceptable.

In terms of aspect all of the flats are dual aspect.

In terms of the impact on daylight and sunlight, within the existing building to be retained there are no considered to be any daylight or sunlight issues. It should be noted that the flats in the northern elevation will not receive any sunlight.

The BRE study shows that the habitable rooms that take their light from the central courtyard cannot meet the angle of light required. In these cases efforts have been made to provide mitigating measures such as large windows, room layout changes and full height glazing. In the northern elevation many of the bedrooms and 2 of the living rooms that cannot achieve the angle of light required due to the tree back where the closest trees will be 36m away from this elevation. In mitigation the applicant advises that the position for this proposal is an improvement on the position relating the 14 unit scheme where ceilings were lower and this elevation would have been closer to trees on the northern back.

### 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 vehicle activity from the access road and the potential for overlooking that may result in the loss of privacy to fully understand the impact of the proposed development on the amenity of occupants of adjoining residential properties.

Considerable concern has been raised by existing residents about the impact that the proposed vehicle access arrangements will have on their amenity and on road safety grounds. Their concerns regarding highway safety are dealt with elsewhere in this report.

In terms of the impact on amenity there are several areas of concern, namely noise from vehicle movements in the parking courtyard and along the access road, disturbance from headlights of travelling vehicles and the impact of the alterations to the access road on the existing retaining wall (this has been discussed elsewhere in the report)

The applicant has submitted a Noise Assessment which considers the impact of noise from vehicle movements along the proposed access road on the occupants of the houses in Stable Villas, the future occupants of Flat 6 from its close proximity to the ramped access road and the flats that will overlook the decked parking area. In respect of the impact on Stable Villas, the report finds that the predicted noise levels are within the recommended limits for predicted day and night time traffic movements. With regard to Flat 6, the use of acoustic glazing systems for the windows that are facing the access road are sufficient to meet internal design criteria in this respect.

The Council's Environmental Health Officer advises that the report finds no significant impact on neighbours from vehicle noise associated with the proposed car parking area. There would of course be audible traffic movements but the expected levels are reasonable and it is not usually considered necessary to achieve inaudibility. Overall no objections are raised on vehicle noise grounds.

In terms of the impact of car headlights on nearby residents, the main concern is the impact of lights from cars leaving the upper deck after dark. The nearest property that could be affected directly are properties facing the courtyard in Stable Villas. The closest property is adjacent to the access road. Adjacent to this property is a retaining wall that will afford some protection from lights when the cars are in the deck area. At this point there will be a separation of approximately 34m and the rear elevation of the nearest property. There are also trees between the deck area and the rear of this closest property. There is also a garage building between the house and the access road which would provide some protection from headlights.

In view of the above it is considered that the disturbance from headlights is not likely to lead to a significant loss of amenity to nearby residents.

In terms of overlooking and privacy, the closest habitable room windows to adjacent properties are living room windows in Flat 13 and 17 and 1<sup>st</sup> and 2<sup>nd</sup> floor levels respectively. None of the windows will look directly at the adjacent properties and the separation to the closest window is approximately 26m. On this basis it is considered that there would not be any significant harm to nearby residents by way of overlooking and loss of privacy.

## **Other Technical Matters**

- Ecology

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.

The applicant has submitted a Protected Species Assessment that concludes as follows;

- Historic and up to date surveys do not identify any bat roosts within the building so no further survey work in this respect is needed.
- The pond and woodland habitats were flagged up as potential great crested newt habitats. However the car park extension is not likely to cause disturbance due to its distance from the pond (the pond is located outside the application site beyond the woodland approximately 150m to the north)
- The trees to be felled should be inspected for present bat species by an ecologist and retained trees should be protected to reduce the implications of heavy machinery.

- The reinstatement of the woodland walks could put the habitat of great crested newts at risk and it is recommended that no works on the woodland walk shall be undertaken until the results of a survey of the off site pond has been carried out. If necessary mitigation measures will be required. A further report has been received from the applicant regarding the likely presence of GCN at this pond confirming that all tests for GCN at the pond tested negative.
- Removal of dead wood in the construction zone should be carried out carefully to protect any stag beetle larvae.
- There is no evidence to support the presence of badgers. Hedgehogs may be present but no further survey work is required.
- The Woodland Management Plan should include measures to enhance the biodiversity value of the site.

The Council appointed an independent ecologist to review the submitted document and he agreed with the findings of the report and recommended that the development is carried out in accordance with the findings and recommendations of the report

- 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 is considered to be thorough and addresses the constraints of the listed building. The applicant concentrates on energy efficiency to meet the London Plan targets and no renewables are included.

This is acceptable in these circumstances and a condition is recommended seeking the submission of a further assessment once all the details have been confirmed.

- Drainage and Sustainable Urban Drainage Systems

The site lies within Flood Zone 1. The applicant has submitted a Drainage Strategy Assessment with the original submission.

Initially the Council's Drainage Officer raised concerns about the discharge of foul sewerage and surface water and the non-compliance of the scheme with the hierarchical approach to Sustainable Urban Drainage Systems (SUDS).

Further information was received from Thames Water and an Addendum to the original report. On the basis of the information supplied the Council's Drainage Officer raises no objections to the proposed Drainage Strategy and a condition is recommended that drainage works should comply with submitted documents.

- Mayoral Community Infrastructure Levy

The development will be liable for the payment of the Mayoral CIL

- 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.

An EIA screening opinion was undertaken on January 5<sup>th</sup> 2015 for the development of this site and, 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.

### Summary and conclusions

The current proposal for consideration presents a development that the applicant advises will result in a feasible scheme that would secure the long term future for this site.

The site is a Grade 1 listed building which sit within a Grade 2 Registered Park and, as such, has considerable heritage value at local and national level. Previous proposals for the Mansion have not come forward for implementation and the building is now vacant. The applicant is the freehold owner of the site and is already undertaking preparatory work with a view to implementing the current scheme should Members be minded to grant planning permission.

The proposal represents a scheme which is considered to be inappropriate development within Metropolitan Open Land on the basis that the proposal will have an impact on openness. Therefore, it is necessary to demonstrate that 'very special circumstances' exist that clearly outweigh the potential harm to the MOL by way of inappropriateness.

Detailed documentation of the benefits that the proposed development would deliver to overcome the main objection on MOL grounds have been submitted and discussed above. It is considered that the primary material considerations in this respect are as follows:

- The reuse and extension of the building will secure the long term future of this Grade 1 listed building of significant importance.
- Improvements to the setting of the listed building by the removal of existing car parking from the forecourt and returning this area to landscaping.
- Significant improvements to the existing woodland and other landscape features, including the woodland walks and the pulhamite grotto in the Grade 2 Registered Park.
- Delivery of 22 new homes to contribute to the delivery of the Council's housing targets.
- Visual impact of the proposed development is reduced by the siting of most of the increase in the floorspace volume to the rear of the Mansion.

The viability of the scheme has been assessed by the applicant and an independent consultant appointed by the Council and it has been found that the proposed scheme is feasible for the applicant but falls below the profit threshold that is widely recognised to be appropriate.

In addition it is necessary to balance the benefits from the proposed development with the concerns of residents particularly in terms the visual impact of the proposed garage extension, loss of trees, traffic generation, highway safety and the impact on amenity.

The proposed garage extension will provide parking for a considerable number of cars. The applicant has assessed the likely traffic flow and found that it would not be unduly excessive. The access arrangements have been carefully considered and tested through a Road Safety Audit. With mitigating measures that the applicant accepts, it is considered that the operation of the proposed access road is acceptable.

The proposed upper deck of the car park and the entrance to the lower deck may be visible from the upper floors of the nearest residential properties but the separation distance and intervening trees are likely to reduce the visual impact of this part of the development. A Noise Impact Assessment has been submitted which concludes that the forecast traffic movements will not have an unduly harmful impact on residents.

In terms of the loss of trees, many of the trees to be lost are already agreed for removal under a previously consented scheme or are outside the TPO area at the rear of the Mansion. The impact

of the trees that will be lost will not have a significant impact on the wider view of the woodland and its importance in the setting of the listed building and replacement tree planting is shown on the landscaping plans. In this respect the benefits of the proposed improvements to the wider woodland, which has been severely neglected and in poor condition, must be considered.

Taking all of these factors into account it is considered that, on balance, the identified benefits of the proposed scheme would amount to 'very special circumstances' which clearly outweigh the harm done to the MOL and any other harm and the proposal is acceptable.

Having considered all of the factors above it is considered, on balance, that the proposed development is acceptable and planning permission is recommended subject to conditions and the signing of a S106 legal agreement to secure the submission and implementation of the woodland management plan and the removal of car parking spaces, cycle parking and bin stores structures associated with The Cottage if permission is granted and completed for 4 units in this building before the completion of any scheme for the conversion and extension of the Mansion..

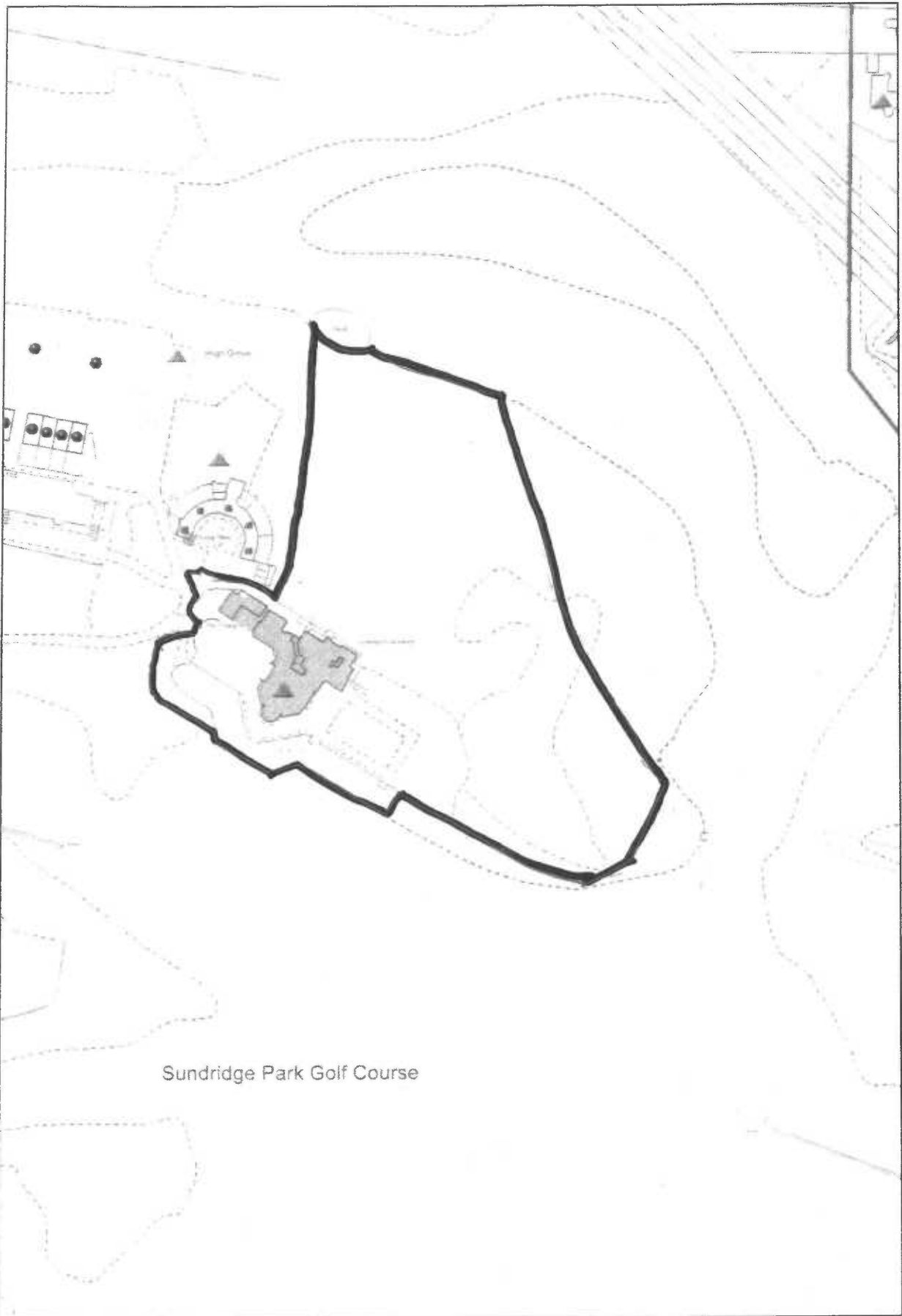
Background papers referred to during the production of this report comprise all correspondence on file ref: 15/02398/FULL1, excluding exempt information.

## **RECOMMENDATION**




**PERMISSION GRANTED** subject to the signing of a legal agreement to secure the submission and implementation of the woodland management plan and the removal of car parking spaces, cycle parking and bin stores structures associated with The Cottage.

Details of conditions to follow under separate cover.





Sundridge Park Golf Course

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Report No.  
DRR16/054

London Borough of Bromley

**PART ONE - PUBLIC**

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**Decision Maker:** DEVELOPMENT CONTROL COMMITTEE

**Date:** Thursday 2nd June 2016

**Decision Type:** Non-Urgent Non-Executive Non-Key

**Title:** DC/15/02399/LBC – SUNDRIDGE PARK MANOR, WILLOUGHBY LANE, BR1 3FZ

**Contact Officer:** Karen Bradshaw, Principal Planner  
0208 313 4550 E-mail: karen.bradshaw@bromley.gov.uk

**Chief Officer:** Chief Planner

**Ward:** Plaistow and Sundridge

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**OS Grid Ref:** E: 541788 N: 170628

**Applicant:** City and Country

**Objections:** YES

**Description:**

**Change of use of existing Grade 1 listed Mansion from hotel to 22 residential dwellings, with associated internal/external alterations and partial demolition works, rear extensions, rear car park, cycle parking and refuse/recycling provision, hard and soft landscaping (including removal of some trees), woodland management and associated infrastructure**

**Constraints:**

**Listed Building Grade 1  
Adjacent Listed building  
Adjacent Site of Interest for Nature Conservation  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Green Chain  
Metropolitan Open Land  
Smoke Control**

## **JOINT REPORT WITH 15/02398/FULL1**

Listed building consent is sought for the change of use of the Mansion from hotel to 22 residential flats which involves partial demolition of the rear of the Mansion and erection of new rear extensions and internal and external alterations to the refurbish the historic parts of the Mansion plus some tree removal, landscaping and associated infrastructure.

The detailed description and analysis of the acceptability of the scheme and the impact on the listed building is set out in the accompanying planning application report ref 15/02398 which appears elsewhere on this agenda.

Based on the conclusions of the above report, it is considered that listed building consent should be granted for the proposed works to the Sundridge Park Manor and relevant conditions are recommended below.

### **RECOMMENDATION**

#### **GRANT LISTED BUILDING CONSENT**

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

**1. The works hereby granted consent shall be commenced within 5 years of the date of this decision notice.**

**REASON: Section 18, Planning (Listed Buildings and Conservation Areas) Act 1990.**

**2. The development hereby approved shall be carried out strictly in accordance with the application plans, drawings and documents as detailed below**

##### **Details of plans and documents to follow**

**Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority when judged against the policies in the London Plan 2015 and the Bromley UDP 2006**

**3. Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and hard landscaping materials 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. All internal and external works of making good to the retained fabric of the building shall be finished to match the adjacent work with regard to methods used and to material, colour, texture and profile. Details of the internal finishes of the accommodation within 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 and thereafter permanently retained on such.**

**REASON: In order to comply with Policy BE8 of the Unitary Development Plan and in the interest of the architectural and historic interest of the Listed Building.**

**5. Details of the proposed any external flues, including colour samples and fixing, shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

**6. A sample of the proposed ironwork to be used to enclose the lightwell and terrace of flats 2 and 4 shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

**7. Details of the materials to be used for the glazed extension for Flat 15 shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

**8. A method statement setting out details of the removal and safe storage of existing landscape features to be removed during the construction period shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

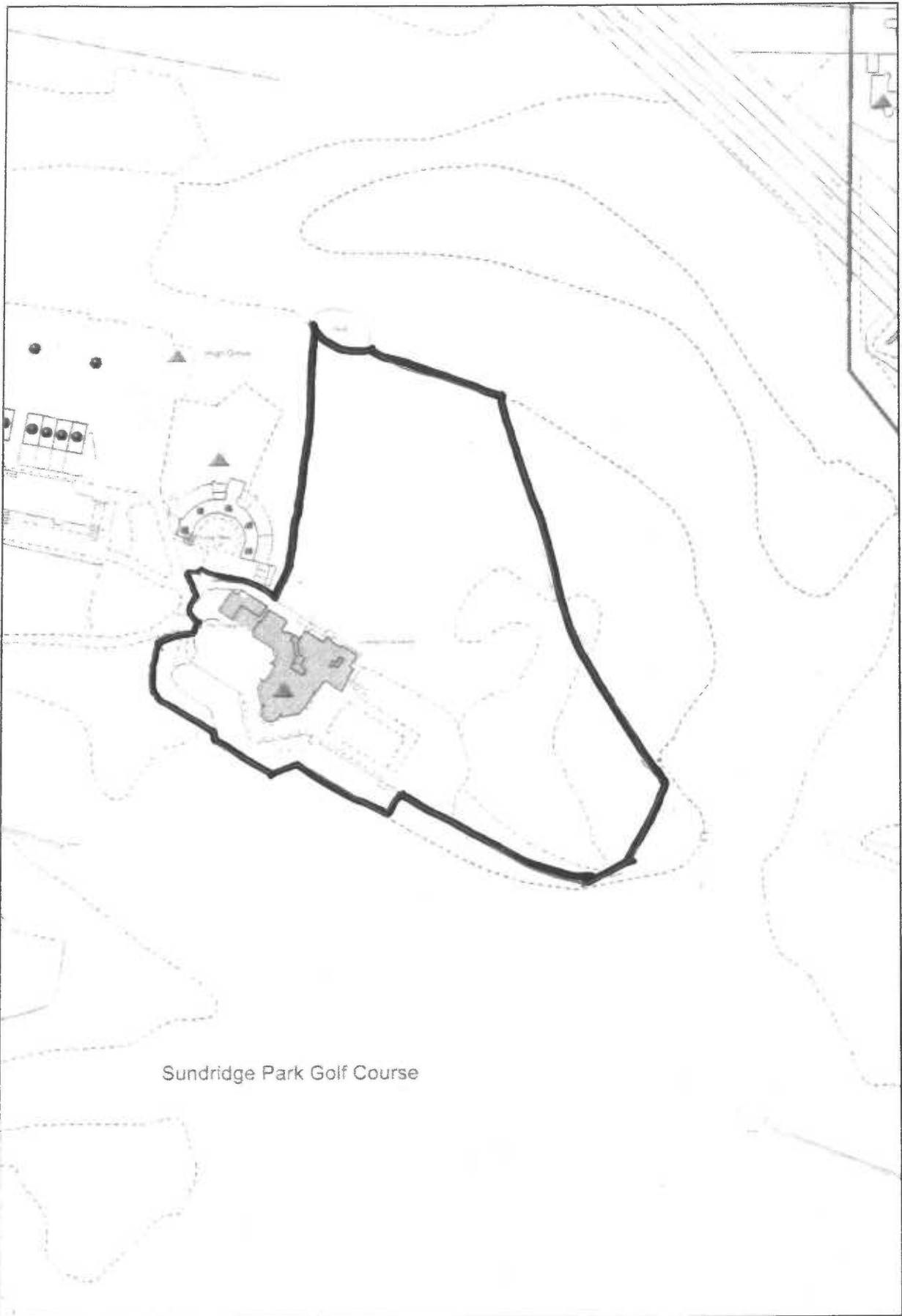
**9. Details of the measures to secure the protection of the pulhamite grotto and other landscape features in the vicinity of the construction site shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**




**10. Notwithstanding the details shown on submitted plans, further details of the design and layout of the forecourt area, including measures to prevent car parking and the installation of signage, shall be submitted to and approved by the local planning authority prior to the first installation of any of the flues and implemented in accordance with the approved details and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

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Sundridge Park Golf Course

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# Agenda Item 7

Report No.  
DRR16/053

London Borough of Bromley

## PART ONE - PUBLIC

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**Decision Maker:** DEVELOPMENT CONTROL COMMITTEE

**Date:** Thursday 2<sup>nd</sup> June 2016

**Decision Type:** Non-Urgent                      Non-Executive                      Non-Key

**Title:** DC/15/04941/FULL3 - BASSETTS DAY CARE CENTRE, ACORN WAY, ORPINGTON, BR6 7WF

**Contact Officer:** Jake Hamilton, Acting Deputy Development Control Manager  
(Strategic Majors)  
0208 313 4802 E-mail: jake.hamilton@bromley.gov.uk

**Chief Officer:** Chief Planner

**Ward:** Farnborough and Crofton

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**OS Grid Ref: E: 543814 N: 164728**

**Applicant:** London Square Developments Ltd.

**Objections: YES**

**Description of Development:**

Demolition of existing buildings except Bassetts House. Redevelopment of site comprising alterations to and change of use of Bassetts House to residential (Class C3) and conversion to form 13 flats (7 x 1 bed, 4 x 2 bed and 2 x 3 bed), erection of 102 dwellings (16 x 1 bed flats, 26 x 2 bed flats, 5 x 3 bed houses, 52 x 4 bed houses and 3 x 5 bed houses); and associated car parking (175 spaces), cycle parking and landscaping (including new boundary treatment) and other associated works

**Key Designations**

Partially designated Site of Interest for Nature Conservation (SINC)  
Smoke Control  
Locally Listed Building (Bassetts House)

**Proposal**

The application seeks full planning permission for the comprehensive redevelopment of this former NHS site which has been vacant since 2013. All buildings on site, save for the locally listed Bassetts House, are proposed to be demolished, and a total of 115 new dwellings provided through conversion and new build in a mix of terraced, semi-detached and detached dwellings and purpose built flatted blocks. A total of 175 car parking spaces and 212 cycle parking spaces are proposed.

All dwellings within the development are proposed to be accessed via a single vehicular and pedestrian entrance from Starts Hill Road, utilising the same position as the existing Acorn Way access. A spine road with separate footways provides the primary route into

the site, which serves a number of dwellings located alongside it and leads to several 'mews style' cul-de-sacs (which are proposed as shared surfaces), each giving access to a number of houses and flats and terminating within a courtyard formed by the clusters of buildings. Limited car parking is proposed alongside the spine road, with the majority located in gated secure parking areas in-between and behind the main clusters of buildings, generally accessed through undercroft areas which also house the communal cycle and bin storage areas for the flats.

Bassetts House is proposed to be retained and converted to form 13 self-contained flats, with external alterations and repair works also proposed. It is also proposed to replace all of the windows with PPC aluminium double glazed units. In addition, the existing boundary treatment around Bassetts House, fronting Starts Hill Road, is proposed to be modified to a low brick wall with railings above.

The proposed new-build residential will comprise a mix of 2, 2.5 and 3 storey buildings providing a range of 2, 3, 4 and 5 bedroom dwellings, within terraced, semi-detached and detached properties. The purpose built flatted blocks, of which there are 9 in total, generally terminate a terrace of houses and are distributed across the site.

The development proposes a consistent architectural language across the site, and is contemporary but with traditional features including pitched roofs, gables and dormer windows. The palette of materials proposed includes red multi-stock bricks, tile hanging, white render, clay tiles, and reconstituted stone copings and window surrounds. Internal boundary treatments are proposed to comprise brick walls to public spaces and parking courts, and close boarded fencing between private gardens. Photovoltaic panels (PV) are proposed on a significant number of properties (excluding Bassetts House) in accordance with the recommendations of the Energy Report.

All of the proposed dwellings would have access to private amenity space in the form of balconies, terraces and gardens, except for some of the units within Bassetts House.

A comprehensive landscaping scheme is proposed. The Bassetts Pond area, which is a designated SINC, will be restored and retained as part of the development. A total of 14 individual trees and 4 groups are proposed to be removed.

Amended plans were received on 8<sup>th</sup> March 2016 which detailed the following changes to the proposal:

- Plot 1 and its associated parking have been omitted. Car parking in this area has been amended to move the spaces away from the pond
- Number of residential units proposed is now 115 units
- Number of car parking spaces proposed is now 175 spaces
- The entrance road width has been widened to 6 metres and Spine road to the south of the site widened to 5.5 metres
- The footpath north of Block G has been widened to 1.8 metres and bollard lighting added next to parking bay 99
- The car parking under the Oak tree (T22) has been amended to reduce the level of hard standing in the root protection zone. Plots 35 to 37 have been pushed together as terraced housing
- Car parking has been reallocated
- Road narrowing has been omitted
- Gates have been added to secure alleyways

- Plots 53 and 54 have been amended to show Velux windows in the roof instead of Dormers following a concern of overlooking from the residents of No. 5 Broadwater Gardens

A detailed materials schedule was received on 9<sup>th</sup> May 2016.

The applicant has submitted the following reports to support the application:

**Planning Statement (Montagu Evans, November 2015)**

Summarises the proposed development, the planning history, relevant development plan policies and assesses the merits of the proposal in this context. The statement sets out the following benefits of the scheme:

- restoration and repair of a locally listed building and significant improvements to its setting
- preservation and enhancement of Bassetts Pond, a designated SINC
- delivery of 116 high quality new homes including 63 family sized dwellings on previously developed land
- provision of on-site affordable housing units
- provision of S106 contributions towards education and healthcare infrastructure
- making best use of a constrained site in a way that gives rise to no demonstrable adverse impacts on the amenity of existing or future residents.

**Design and Access Statement (Stanford Eatwell Architecture, March 2015)**

Describes and illustrates the site and the proposed development and its development leading towards this planning application. Includes details of inclusive design, and confirms that all new build wheelchair flats have been designed to accord with the South East London Housing Partnership (SELHP) standard, and that all of the proposed new build flats and houses will accord with the Lifetime Homes standards.

**Landscape Statement (Fabrik, October 2015)**

Describes the site location and context, sets out the landscaping masterplan and its approach regarding trees, and breaks the site down into several character areas including Bassetts House and Frontage, Mews (the residential cul-de-sacs), Parking Courts and the Bassetts Pond area, providing a landscaping strategy for each. Provides details of the hard materials, street furniture boundary treatment, lighting and soft landscaping. Includes an open space and play strategy and identifies a requirement for 689 sq m of on-site play space (based on the Mayor's Play Space SPG) which will be provided for through rear gardens and communal areas which will include interactive play elements such as boulders and logs.

**Heritage Appraisal (KM Heritage, October 2015)**

Assesses the heritage significance of the site (with particular regard to Bassetts House) and the impact of the proposed development upon it. Concludes that the proposal offers the opportunity to repair and restore the house and convert it back to its original use whilst retaining and celebrating some of its key features. The surrounding new development has been specifically designed to ensure that the setting of the house is improved from its existing situation by setting back the proposed housing and providing enhanced landscaping around the main house. The report concludes that overall, this will ensure that the character, appearance and special local interest of the building and its setting will be respected and enhanced.

**Daylight and Sunlight Assessment (Point 2 Surveyors, October 2015)**

Confirms that in the majority of cases, the proposed development subtends to an angle of less than 25° and therefore high levels of skylight will continue to reach the neighbouring

properties such that there should be no adverse daylight effects. The only instance where this is not achieved is at 14 Arden Grove, where the 25<sup>0</sup> line is exceeded. However, the windows in the rear of this property would view the narrow gable end of the proposed dwelling immediately to the north and only a small proportion of the sky dome will be obstructed. As such large quantities of light will continue to pass around the proposed dwelling ensuring that the rooms maintain excellent natural light amenity.

#### **Structural Survey and Demolition Method Statement (B&A Ltd, October 2015)**

Assesses the current condition of Bassetts House (based on a non-intrusive visual survey) and concludes that the building is robust and in good order. Recommends a further detailed building fabric condition survey with any defects recorded to be remedied as part of the structural work to the building,

#### **Transport Assessment (WSP, October 2015)**

The site has a low PTAL (1a and 1b) and therefore the proposed development seeks to maximise the level of car parking on site whilst still providing facilities to encourage the use of non-car modes (such as cycle parking, electric vehicle charging and the measures outlined in the Travel Plan).

The net vehicular trip generation expected to be generated by the site can be accommodated by the site access as demonstrated by the capacity modelling described within this report. Improvements to the visibility of the access will be facilitated by the trimming of existing vegetation, the position of the boundary treatment and by the introduction parking restrictions. A Stage 1 Road Safety Audit identified no issues of concern relating to road safety based on the proposed access arrangements.

Car ownership amongst residents of the site is not expected to exceed the proposed car parking supply and this is evidenced by data from the 2011 Census for the surrounding area. The layout of the car parking and the site in general has been tested for operability using swept path analysis. Cycle parking will be provided in accordance with the London Plan (March 2015). The cycle parking facilities will be secure and sheltered and it is expected that cycling has the potential to form a significant number of shorter trips to and from the site, and in particular, as part of longer journeys by rail.

The proposed development is not expected to have any material impact on either the local transport network or the wider highway network. In respect of the above and the information presented within this report the proposed development is considered to be acceptable in transport terms and compliant with prevailing policy.

#### **Construction Logistics Plan (WSP, October 2015)**

Seeks to demonstrate the potential construction vehicle routing and frequencies and assesses the anticipated impacts of construction traffic. Sets out that loading and unloading of materials would occur within the site boundary, minimising the likelihood of congestion on highways surrounding the site. A number of further mitigation measures are proposed including setting of delivery times and consolidating deliveries where feasible, limiting the size of vehicles to be used and providing on-site wheel washing facilities.

#### **Statement of Community Involvement (Cascade, October 2015)**

Sets out a summary of the consultation that has taken place during the pre-planning stage, including meetings with officers of Bromley Council, a site visit with the ward members for Farnborough and Crofton, a community newsletter delivered to 6,000 households, a dedicated project website and on-line questionnaire, and a two-day public exhibition at local venues.

### **Flood Risk Assessment (Covering Foul Sewage and Surface Water Drainage Assessment) (B&A Ltd, October 2015)**

Identifies a small increase in the impermeable areas on site following the proposed development. Concludes that fluvial floodwater will not enter the development site (noting that the site is in Flood Zone 1), and that having regard to residual risks the proposed development is acceptable. Below ground drainage proposals will significantly reduce storm water run-off and reduce flood risk elsewhere. Permeable paving is considered appropriate for parking courts and parking areas where the underlying soil is permeable. Soakaways will be considered for all residential units underlain by silty sand to maximise the amount of infiltration from rainwater into the ground. Infiltration will be greater than the existing levels as currently all roads and roofs drain to the sewers. Occupants of the development will not be vulnerable and can safely access and egress the development via a dry route surrounding the site. The site is not vulnerable to flooding from sheet flow or sewer surcharging and flooding.

### **Phase 1 Environmental Assessment and Phase 2 Geoenvironmental Report (AP Geotechnics, October 2015)**

Phase 1 report concludes that there is a low risk of significant or widespread contamination on the site, and recommends that several potential contaminants are considered as part of an intrusive site investigation. Phase 2 report, based on an intrusive investigation, recommends additional investigation to confirm ground conditions at each block location to ensure a consistent bearing strata can be used for each structural unit.

### **Arboricultural Impact Assessment and Method Statement (Ian Keen Limited, October 2015)**

Identifies trees to be removed as part of the proposed development, comprising a total of 14 individual trees and 4 groups, all of which are within BS5837 category B to U. No Category A trees are proposed to be removed. Sets out proposals for replacement planting and a method for the protection of retained trees during demolition and construction.

### **Updated Extended Phase 1 Survey and Assessment (Richard Graves Associates, October 2015)**

Part of the site, a pond and its surrounding area is designated as a Site of Importance for Nature Conservation (SINC) and is of high ecological value. The majority of the site comprises: buildings, hard standing and amenity grassland which are of low intrinsic ecological value and one large mature tree and a small area of un-improved acid grassland which are also of high ecological value.

The SINC and the buildings have features which indicate the potential to support European Protected Species (EPS), in particular bats and great crested newts. Further surveys have been undertaken to determine the population and status of any EPS present. The appropriate methodologies for and seasonal constraints to surveys are also noted.

The report concludes that it would be possible to re-develop the majority of the site successfully if the SINC is retained and EPS are addressed using the appropriate method statement and / or mitigation licence.

The report also notes that the SINC and an area of acid grassland have significant potential for enhancement which would lead to benefits in accordance with national and London Biodiversity Action Plans and potentially the improvement in the favourable nature conservation status of any EPS present.

The site survey also recorded Japanese knotweed, which is an invasive species as present on site.

### **Updated Bat and Great Crested Newt Surveys and Assessment (Richard Graves Associates, October 2015)**

As a result of the recommendations of an Extended Phase 1 Survey Richard Graves Associates undertook bat scoping and great newt (Phase 2) surveys of the Bassetts House site in May and June 2014 on behalf of NHS Property Services Ltd. In 2015 Richard Graves Associates were appointed by the new owners of the site, London Square Development Ltd, to update and extend ecological surveys and recommendations in support of a new full planning application for redevelopment of the site.

Three bat roosting locations for common pipistrelles were recorded in 2014 in the buildings of Ashtree and Tugmutton Closes with a good level of activity of up to five species using the site. In 2015 two additional roost locations were located in Ashtree Close and two roosts in Tugmutton Close, all for common pipistrelle, were recorded. No roosting was recorded in Bassetts House.

The presence of great crested newt and a low population was recorded within the Bassetts pond which also contains populations of both other native newt species, frogs and toads.

The reports recommends that the pond and surrounding area are retained and enhanced and that suitable methodologies are used to ensure no harm comes to any protected species, and addresses the appropriate mitigation. There are no reasons with respect to protected species why the site may not be successfully developed with appropriate scheme design.

### **Response to LBB Ecology Comments (Richard Graves Associates, March 2016)**

Following feedback from the Council's ecological consultant, Richard Graves Associates provided a detailed response to a number of the points and queries raised. A copy of the response is available to view on file.

### **2016 Bat Surveys and Assessment (Richard Graves Associates, May 2016)**

Bat surveys were undertaken by Richard Graves Associates Ltd at Bassetts, Orpington in April and May 2016 to provide additional information requested by the London Borough of Bromley following submission of ecological reports in 2015.

This report has been prepared to be used in conjunction with two other reports: an updated building and tree inspection (Wicks, 2016) and the bat and great crested newt (*Triturus cristatus*) (GCN) report submitted in 2015 (Graves, Bassetts House Updated Bat and GCN Survey Report Oct 15, 2015), to which it also refers.

The survey methodology used fully complies with the protocol agreed with the London Borough of Bromley's retained ecological advisor. A team of highly experienced surveyors, using advanced equipment undertook exit and re-entry surveys of the buildings of Ashtree Close and Tugmutton Close during conditions of suitable weather and temperature. Survey effort was also deployed to collect additional information on lighting conditions within and adjacent to the site and record bat use.

The 2016 activity surveys recorded no likely new roost locations in addition to those identified in 2015 (Graves, Bassetts House Updated Bat and GCN Survey Report Oct 15, 2015) and inspection surveys in 2014 and 2016 (Wicks, 2016). Probable off-site roosts along Pinecrest Gardens were detected during the May 2016 survey.

Recommendations for protecting bats and compensating for the loss of between six and eleven roosts are provided and include the need for an European Protected Species (EPS) mitigation licence which has been applied for.

The report concludes that the impact of redevelopment on bats after mitigation will not be significant or affect the favourable nature conservation status of any of the resident species and that there are no concerns with respect to bats that should prevent the London Borough of Bromley from determining the application.

### **Exterior Lighting Assessment (Desco, October 2015)**

Outlines a preliminary external lighting design based on the landscape proposals and demonstrates compliance with Secured by design. Confirms compliance with BS4489. The proposed lighting scheme includes low-level bollards within side roads and entrance ways to houses, with 6m high columns using a LED lighting source for the main road lighting. High level floodlighting is proposed to the car park areas.

### **Energy Strategy (Desco, October 2015)**

Sets out how the development will achieve a 33.4% reduction in carbon dioxide emissions compared to Building Regulations Part L. All U values are maximised and PV potential is fully utilised. The scheme therefore represents a reasonable limitation of the ability of the site to maximise carbon emission savings. In isolation all new build elements of the scheme represent a 37% reduction in carbon dioxide emissions.

### **Location**

This 2.56 ha site is located off Starts Hill Road and to the north of Farnborough Common (A21). The site lies to within a predominantly residential area to the south-east of Locks Bottom and the Princess Royal University Hospital (PRUH). The site is surrounded by roads on three sides, with parts of the eastern site boundary being common with residential properties in Arden Grove and State Farm Road. Darrick Wood School is located to the north-east of the site.

The site is currently occupied by an extensive campus of one and two storey buildings including the locally listed Bassetts House which rises to three storeys in height. The site is characterised by the extensive footprints of the existing buildings and associated access roads, hardstanding and soft landscaped areas including a number of mature trees, many of which are prominently sited alongside the site boundaries. Bassetts Pond, located in the south-eastern corner of the site, is a designated SINC and is known to host Great Crested Newts which are a European Protected Species (EPS). The site is subject to a blanket Tree Preservation Order (TPO).

The site has been vacant since November 2013 and was formerly occupied by the Bromley Primary Care Trust (PCT) operating as a campus for people with learning disabilities including supported residential accommodation, a day care centre and administrative office accommodation (Use Class C2). Bassetts House has subsequently gained prior approval for use as residential although these permitted development rights have not been exercised to date.

The site is generally level, but rises gently towards the southern end.

### **Comments from Local Residents and Amenity Societies**

Nearby owners/occupiers were notified of the application by letter. Site notices were displayed and an advertisement was placed in the local press.

At the time of writing this report a total of 24 representations from local residents and groups had been received, including 16 objections, 9 representations and 1 letter of support. The full comments can be viewed on the file but are summarised as follows:

- concerns regarding car parking provision, particularly the allocation of visitor parking spaces
- road safety concerns from additional traffic given existing on-street parking problem in vicinity of site
- impact on demand for local services including medical care and education
- major loss of terrestrial habitat to the south of the site where a new dwelling is proposed (Plot 1) adjacent to the pond and alongside the western edge where a new road and parking spaces are proposed
- impact on Great Crested Newts through loss of habitat
- more space should be allocated around the pond for habitat protection
- overdevelopment of the site
- number of dwellings should be reduced (to circa 90-95) to lessen impact on local area
- fewer 4 and 5 bedroom homes should be provided
- loss of light
- concern regarding loss of trees
- overlooking, particularly given increased height of properties within the site compared to Arden Grove
- daylight and sunlight assessment inaccurate
- a minimum of 2 cars per household is required
- details of boundary treatment not specified
- concern regarding extent and positioning of lighting
- Japanese knotweed should be removed
- pleased that plans have taken account of local views
- stopped-up accesses should have new kerbs built to increase kerb-side parking to help relieve congestion on-street
- 1.8m high wall should be provided around the development with no access to surrounding roads except Acorn Way
- site operations should be restricted to 8am-6pm and no allowance at weekends
- concern regarding flooding from pond
- has development made additional provision for power and water infrastructure
- does parking provision include garages
- there should be no access onto Pinecrest Gardens
- parking provision does not account for likely level of car ownership
- affordable housing should be evenly distributed
- properties are soulless and devoid of character, not in keeping with Bassetts House
- an estate management company should be set up to ensure future maintenance of the site

The following further comments were received following re-consultation after the receipt of the amended plans:

- estimated loss of around 700 square metres of SINC area
- main threat to GCN colony is the proposed access road
- concern regarding knotweed removal undertaken to date
- impact on local surgery remains a concern
- insufficient parking
- question as to why only a single access proposed



The Orpington Field Club (OFC) has made representations on the application and confirmed that whilst the Club do not object to the majority of the development of the Bassett's Campus provided the recommendations in the ecological surveys are followed and appropriate conditions imposed, they strongly object to any reduction in area of Bassett's Pond SINC as this will make the population of Great Crested Newts unviable and will damage the nature conservation area for other priority and protected species. OFC do not believe that the benefit of 9 car parking spaces, extension of roadway into the SINC, a driveway and car port for 2 cars will outweigh any loss of the SINC. The OFC also stipulate that the SINC boundary is retained and continues to be impermeable, to prevent Great Crested Newts from dispersing onto roadways, driveways and protecting the SINC both from short term and long term damage and for child safety.

Any additional representations received after the publication of this report will be reported at the committee meeting.

### **Comments from Consultees**

#### **Historic England (Archaeology) (summary)**

Confirmed that no archaeological work needs to be undertaken prior to the determination of the application, and recommended two conditions to secure the on-going interest on site.

#### **Natural England (summary)**

Natural England does not consider that this application poses any likely or significant risk to those features of the natural environment for which we would otherwise provide a more detailed consultation response and so does not wish to make specific comment on the details of this consultation.

#### **Drainage**

Reviewing the submitted FRA carried out by BARNARD & ASSOCIATES Ltd with Job No. 15041 Rev p3 dated October 2015. I note that the applicant is committed to use soakaways in part of the site where the infiltration is permissible, water butts will also be used. The rest of the storage volume required to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus 30% climate change will be in tanks. The submitted strategy is acceptable subject to detailed design.

Condition recommended to secure details of a surface water drainage system.

#### **Thames Water**

##### **Water Comments**

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

##### **Waste Comments**

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

#### **Environmental Health (pollution) (summary)**

Raised no objections in principle but recommended informatives with particular regard to contamination. Confirmed that the Construction Logistics Plan is insufficient in detail and a revised plan should be secured by condition.

### **Environmental Health (housing) (summary)**

Raised a number of matters/areas of concern relating to levels of occupation, the layout of the flats (that open plan layouts would be preferable for wheelchair dwellings, whilst separate living/kitchen areas would be more suitable for units to be occupied by families), lighting and ventilation, means of escape, in relation to statutory housing standards and housing hazard risk assessments which are found in the 1985 and 2004 Housing Acts. The full comments are available to view on the application file.

### **Highways**

The site is in a low (mostly 1b some 1a) PTAL area and very remote from many facilities.

The proposed development includes the provision of 177 car parking spaces for 116 units. The parking provision is equivalent of 1.5 spaces per dwelling. The larger dwellings have been provided with 2 parking spaces each. This is satisfactory.

A total of 212 cycle parking spaces have been proposed across the development. This is in accordance with London Plan standards i.e. 1 space for every 1 bedroom dwelling and 2 spaces for 2 plus dwellings plus 1 visitor space for every 40 dwellings, so the level of parking provision is acceptable and will not impact to on-street parking in the vicinity of the site. Also 10% of the proposed properties are wheel chair units. The applicant has now moved disabled bays adjacent to disabled properties which is better.

The TA submitted demonstrates that the local transport network can adequately accommodate trips from the development. I have seen the capacity modelling which demonstrates that the net vehicular trip generated by the site can be accommodated by the site access. The developer plans to trim the existing vegetation to improve visibility of the access and introducing parking restrictions. A stage 1 Road safety Audit was carried out and identifies no issues of concerns relating to road safety based on the proposed access arrangement however LBB traffic team would like to be present on site at the time of stage 2 audit. I have asked for these to be conditioned.

The internal road within the proposed development will not be offered up for adoption and will instead be managed privately with expenses recouped through an annual service charge paid by residents. A management company will be responsible for enforcement of car parking controls and keep the roads free of parking other than in marked bays. I have asked for this to be conditioned.

I had concerns about the width of the access road to the development. The applicant has increased the width to 6m i.e. as per LBB manual for design. This will allow two cars to pass easily and also not cause issues for larger vehicles particularly if parking takes place on the access road.

I have now seen the details of refuse vehicle swept path analysis, turning area and dwell time sent by the applicant (Ref. email from Stephen Foxcroft dated 7 March 2016) and am satisfied.

Please include the following with any permission:

Condition

H03 (Satisfactory Parking)

H09 (Restriction on height to front and flank boundary enclosures)

H10 Sight lines of 43m x 2.4m x 43m

H12 Pedestrian Visibility...3.3 x 2.4 x 3.3m visibility splays and no obstruction to visibility in access of 1m in height...

H16 (Hardstanding for wash-down facilities)

H18 (Refuse storage)  
H22 (Cycle parking) .....  
H23 (Lighting scheme for access/parking)  
H24 (Stopping up of access)  
H28 (Car Park Management)  
H29 (Construction Management Plan)  
H32 (Highway Drainage)

#### Non Standard Condition

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

In the line with London Plan, 20% of the car parking spaces to be equipped with electric vehicle charging outlets from the outset and another 20% to be made passive so that the necessary ducting can be installed such that a charging outlet can be easily be fitted in future. The developer has already agreed this but I would like this to be conditioned, please.

Before any work is commenced on the access/highway works a Stage 1 and where appropriate a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users. The road safety auditor should also request for a member of LBB traffic team (Lisa Allen) to be present on site at the time of stage 2 audit.

Section 106 contribution secured by section 106 agreement:

- £5000 towards future CPZ extension
- Pay £2500 for car club bay which covers for TMO, preparation, installation, lining and signing.

An additional comment provided by e-mail dated 17<sup>th</sup> March 2016 confirmed that on the basis of the amended plans showing 175 spaces for the 115 new dwellings proposed, an overall parking ratio of 1.5 parking per dwelling would still be achieved.

#### **Transport for London**

With regards to the above application, TfL has the following comments:

1. The site of the proposed development is located approximately 270m from the A21 Farnborough Way, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

2. TfL welcomes the provision of 212 cycle parking spaces and the commitment to providing secure and sheltered storage, in line with London Plan standards.

3. TfL understands that 177 car parking spaces are proposed, equating to just over 1.5 spaces per unit, which is considered contrary to London Plan policy. As stated in the maximum residential parking standards, less than 1 space per 1-2 bed unit should be provided. Considering 53 of the proposed units are 1-2 bedroom, TfL requests the applicant reduces this provision consistent with the objective to meet London Plan standards.

4. TfL welcomes the commitment to providing Blue Badge parking, and requests one space per accessible unit is provided in line with London Plan standards.

5. TfL welcomes the commitment to providing 20% active and 20% passive Electric Vehicle Charging Points (EVCPs). TfL requests the final number of EVCPs is confirmed once the number of car parking spaces has been agreed, and that this is secured by condition.

6. TfL welcomes the submission of a Construction Logistics Plan, and requests this is secured by condition. TfL requests the document is updated to include a commitment to avoiding scheduling deliveries during peak hours (08:00 - 09:00 and 16:30 - 18:00), and the use of a vehicle booking system to avoid vehicles waiting on surrounding streets.

It is imperative that road safety measures are considered and preventative measures delivered through the construction and operational phases of the development. TfL encourages the use of contractors who are registered on the FORS system and would welcome a commitment by the applicant to this scheme outlined in the CLP. Please see: <http://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/managing-risks-wrrr>.

Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.

7. The footway and carriageway on the A21 Farnborough Way must not be blocked during the construction works. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A21 Farnborough Way.

8. All vehicles associated with the works must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

9. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

10. The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail. The rate for Bromley is £35 per square metre of floor space.

TfL requests the car parking provision is significantly reduced to meet London Plan standards, before being supportive of the application. Should this request not be met, TfL would recommend refusal of the application.

#### **Tree Officer**

I have taken a look at the revised site plans and note the amendments to the parking arrangement beneath tree T22. The proposals are now considered acceptable and the risk of harm is now low enough to justify conditional permission. The two parking bays proposed within the Root Protection Area (RPA) will need to adopt a non-dig construction technique. The Tree Protection Plan (TPP) does not appear to have been amended to reflect the changes in tree protection, which should also illustrate areas of non-dig construction.

I would recommend that a revised TPP is requested under condition to reflect the changes in tree protection. I would recommend the following conditions are applied in the event that planning permission is granted:

1. The development shall be implemented in accordance with the Arboricultural Method Statement (AMS) and Landscape Design 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 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.

2. B10 Trees – Revised Tree Protection Plan

Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of building work.

REASON: In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.

### **Waste Advisers (summary)**

No objections raised.

### **Planning Considerations**

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

#### **Relevant UDP policies include:**

H1 Housing Supply  
H2 Affordable Housing  
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  
T9 and T10 Public Transport  
T15 Traffic Management  
T18 Road Safety  
C1 Community Facilities  
BE1 Design of New Development  
BE4 Public Realm  
BE10 Locally Listed Buildings  
NE2 and NE3 Development and Nature Conservation Sites  
NE7 Development and Trees  
NE12 Landscape Quality and Character  
ER7 Contaminated Land  
IMP1 Planning Obligations

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- Affordable Housing SPD
- Planning Obligations SPD
- SPG1 Good Design Principles
- SPG2 Residential Design Guidance

Bromley's Draft Local Plan: Policies and Designations Document has been subject to public consultation and is a material consideration (albeit it of limited weight at this stage). Policies relevant to this application include:

- 5.1 Housing supply
- 5.3 Housing design
- 5.4 Provision of affordable housing
- 6.3 Social infrastructure in new developments
- 6.4 Health and wellbeing
- 7.1 Parking
- 7.3 Access to services for all
- 8.1 General design of development
- 8.11 Landscape quality and character
- 10.1 Sustainable waste management
- 10.3 Reducing flood risk
- 10.4 Sustainable urban drainage systems
- 10.6 Noise pollution
- 10.7 Air quality
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralise energy networks and renewable energy

A consultation on the Draft Allocations, further policies and designations document was carried out in September 2015.

**Relevant London Plan Policies include:**

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.6 Outer London: vision and strategy
- Policy 2.7 Outer London: economy
- Policy 2.8 Outer London: transport
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs

Policy 5.12 Flood risk management  
Policy 5.13 Sustainable drainage  
Policy 5.14 Water quality and wastewater Infrastructure  
Policy 5.15 Water use and supplies  
Policy 5.16 Waste self-sufficiency  
Policy 5.17 Waste capacity  
Policy 5.18 Construction, excavation and demolition waste  
Policy 5.21 Contaminated land  
Policy 6.3 Assessing effects of development on transport capacity  
Policy 6.9 Cycling  
Policy 6.10 Walking  
Policy 6.11 Smoothing traffic flow and tackling congestion  
Policy 6.13 Parking  
Policy 7.1 Building London's neighbourhoods and communities  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.5 Public realm  
Policy 7.6 Architecture  
Policy 7.14 Improving air quality  
Policy 7.15 Reducing noise and enhancing soundscapes  
Policy 7.19 Biodiversity and access to nature  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

**The London Plan SPG's relevant to this application are:**

Accessible London: Achieving an Inclusive Environment (2014)  
Housing (2016)  
Sustainable Design and Construction (2014)  
Shaping Neighbourhoods: Play and Informal Recreation (2012)

**National Planning Policy Framework 2012 (NPPF)**

The NPPF contains a wide range of guidance relevant to the application specifically sections covering sustainable development, delivering a wide choice of quality homes, requiring good design, conserving and enhancing the natural environment, decision-taking and implementation. The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Paragraph 7 states: 'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

**An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure

**A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being

**An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'

Paragraph 14 makes it clear that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as the golden thread running through both plan-making and decision taking. In terms of decision taking it states that, 'where a development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted (specific policies in the NPPF cover issues such as land designated a Green Belt).

Paragraph 49 states that, 'Housing applications should be considered in the context of the presumption in favour of sustainable development.'

Paragraph 56 that, 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'

Paragraph 60 states that, 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

Paragraph 61 states that, 'Although, visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. '

Paragraph 63 states that, 'In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.'

Paragraph 64 states that, 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Paragraph 65 states that. 'Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).

Paragraph 96 states that, 'In determining planning applications, local planning authorities should expect new development to: 'take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'

## **Planning History**

There is extensive planning history in relation to this site. The following recent applications are of particular relevance:

**14/04760/OUT:** Demolition of existing buildings and redevelopment to provide 9 new residential dwellings (use class C3) including the retention of and residential conversion of Bassetts House, together with associated car parking and landscaping. Details of access with all other matters reserved. OUTLINE APPLICATION.  
Application withdrawn.



**14/03236/RESPA:** Change of use of ground, first and second floors of Bassetts House from Class B1(a) office to Class C3 dwellinghouses to form 3 studio/one bedroom, 8 two bedroom and 1 four bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class J Part 3 of the GPDO)

Prior Approval Granted. Not implemented to date.

### **Consideration**

The main issues to be considered are:

- Principle of development (including the loss of the existing community facilities)
- Density
- Design
- Impact on the locally listed building
- Trees and Ecology
- Housing Issues
- Highways and Traffic Issues
- Impact on Adjoining Properties
- Sustainability and Energy
- Planning Obligations

### Principle

This site was formerly occupied by the Bromley Primary Care Trust (PCT) and incorporated a range of different uses for people with learning disabilities, including supported residential accommodation, a day care centre and administrative offices. Consequently, the site is considered to constitute a community facility in accordance with Policy C1 of the Unitary Development Plan. Policy C1 seeks to prevent the loss of community facilities unless it can be demonstrated that there is no longer a need for them or alternative provision is to be made in an equally accessible location.

Within the submitted planning statement, the applicant has set out the background to the closure of the site by the NHS and comments that the upgrading and re-use of the existing buildings would require significant investment and accordingly it was considered more appropriate to relocate the existing operations to an alternative site, including the Princess Royal University Hospital (PRUH). The campus was vacated by the NHS in November 2013. Since then the NHS has not located any new operations on the site. The applicant submits that this demonstrates there is no longer a need for a healthcare facility at this site.

As further relevant background, it should also be noted that the site is subject to a draft site allocation in the emerging Local Plan, where it is proposed to allocate for residential development (approximately 100 units).

Within the context of Policy C1, it is considered that the decision of the NHS to vacate the site in 2013 demonstrates that there is no longer a need for the provision of healthcare facilities at this site. The NHS has subsequently disposed of the site and no longer retains a material interest in the land. Furthermore, the redevelopment of the site for residential use would make a significant contribution towards the meeting local housing need, including an appropriate proportion of affordable housing (discussed in more detail below). Significant weight should be afforded to the delivery of housing on this site, in the context of broad policy support for new residential development at all levels.

On balance, the loss of the existing community facility is considered to be acceptable in this case.

### Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 1b and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be between 150-200 habitable rooms per hectare or 35-55 dwellings per hectare. The proposed development (including the new build residential and the converted dwellings in Bassetts House) would have a density of 45 dwellings or 196 habitable rooms per hectare.

Whilst the proposed development would sit within these ranges, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development, and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity. Subject to more detailed consideration of the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable.

### Design

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.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above. Policy H7 requires, inter alia, the site layout, buildings and space about buildings to be designed to a high quality and recognise as well as complement the qualities of the surrounding areas.

London Plan Policy 7.4 states that, 'A Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of

surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. Buildings, streets and open spaces should provide a high quality design response that:

- Has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- Contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- Is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- Allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
- Is informed by the surrounding historic environment.'

Policy 7.5 states that, 'Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.'

#### *Form, appearance, layout and scale of development*

The proposed development includes a mix of two storey, two storey with roofspace accommodation and three storey buildings in terraced, semi-detached and detached forms, as well as flatted blocks. The area surrounding the site is largely characterised by two storey detached and semi-detached dwellings, whilst the existing buildings on the site are between one and two storeys in height, with the exception of Bassetts House which rises to a maximum of three storeys.

Whilst the form and scale of the proposed development would differ from the existing surrounding residential development, the proposal responds appropriately to local character through the use of traditional building materials including facing brickwork, and takes design cues from the retained Bassetts House including the use of gabled roofs and low slung eaves. The proposed buildings are generally set back within the site (with private rear gardens providing a buffer to the site boundaries) and would not appear unduly dominant in the street scene when viewed from outside the site.

The proposed buildings are of a contemporary style, but with traditional features including pitched roofs, bay windows and gables, which seek to respect (but not replicate) the distinctive character of the locally listed Bassetts House. It is considered that the proposed dwellings would be imaginative and attractive and, subject to the use of high quality materials, the design approach is supported. A detailed materials schedule has been submitted for consideration with the application, which indicates that the site (excluding Bassetts House) would be divided into two areas which would be constructed from a similar but differing palette of materials. The use of varied materials will add visual interest throughout the development whilst ensuring a common language across the site. In general, the majority of the proposed materials, which include high quality bricks (multi and red multi-stock), tiles and reconstituted stone detailing, the use of UPVC windows and a GRP finish for the dormers will require more careful consideration to ensure that a

high quality and durable finish is achieved. It is therefore recommended that the final details, including the submission of samples, should be agreed by condition.

With particular regard to the site layout, the proposal seeks to create a village character, with a variety of building types following the road pattern. Access into the site is from a single location in Starts Hill Road, with a central spine road leading to a number of smaller cul-de-sacs (referred to as mews areas by the applicant) with a clear hierarchy of streets within the site, which is proposed to be reflected in differing materials for hard surfaces to delineate the functions of spaces. The buildings are well-separated from one another within the site with a minimum separation of at least 1.5m flank-to-flank (and significantly more where back-to-flank), and all of the proposed dwelling houses would benefit from a private rear garden area of adequate size. Car parking is to be largely contained within dedicated parking areas tucked at the rear of buildings and would not dominate the residential setting of the development.

### *Landscaping and public realm*

The proposal includes an extensive scheme of landscaping and seeks to retain existing trees of significance on the site where possible. A detailed landscaping design statement has been submitted with the application, which divides the site into character areas, including 'Bassetts House and frontage', 'Mews', 'Parking Courts' and 'Bassetts Pond'. This demonstrates that the landscape design has been well considered throughout the design of the scheme. Ecological features including Bassetts Pond and the existing acid grassland will be retained and enhanced.

The layout of the site allows for a legible pedestrian environment through the use of differing surface treatments to reflect the hierarchy of routes and function of spaces. Dedicated pedestrian footways are proposed alongside the spine road and within the cul-de-sacs, together with shared surfaces will provide an appropriate pedestrian environment. Access throughout the site will be step-free. As described above the use of rear car parking areas will reduce the potential dominance of cars throughout the development. A communal amenity area is proposed to the south of Bassetts House and includes play equipment, which is welcomed. Full details of the proposed landscaping scheme is recommended to be secured by condition.

### Impact on the locally listed building

UDP Policy BE10 states that proposals to alter, extend or for the change of use of a locally listed building will be permitted provided that it will be sympathetic to the character, appearance and special local interest of the building, and will respect its setting.

Bassetts House is a locally listed building which occupies a prominent position in the north-western corner of the site, and is attributed to Sir Aston and Maurice Webb. The applicant states that the aesthetic value of Bassetts House lies in its Olde English Style, being well executed and detailed. The building features a large and symmetrical south front with seven irregular bays which is dominated by brick and half-timber gables, with a tiled roof and low eaves to the west front. A number of original features are retained internally within the building, although alterations by previous users have resulted in the loss of some of these, including a double-height hall inside the southern wing of the building.

The proposed development involves the retention and conversion of Bassetts House to form a total of 13 flats, together with external alterations as follows:

- replacement of lead covered dormers
- roof tiles generally retained but replaced where necessary with matching type
- existing brickwork to be locally repointed and repaired as necessary
- existing timber retained and where necessary to be replaced or spliced-in with new timber elements of matching grain and moisture content
- existing render panels replaced with new through-coloured render
- steel balustrades replaced with frameless glass panels
- rainwater goods replaced with new black UPVC
- escape stairs to be removed
- all windows to be replaced with aluminium PPC double glazed units

The principle of Bassetts House being in residential use could be established through permitted development rights following a grant of prior approval for an office to residential conversion in 2014. In any event, it is considered that the residential use as proposed would be closer to the original use of the building as a dwelling, and in principle no objections are raised to the conversion works.

With regard to the external alterations proposed, these are generally limited to repair and restoration works. The proposals would also involve the removal of external metal fire escapes which is welcomed. Existing metal balustrades are proposed to be removed at first floor level to the southern elevation, and replaced with frameless laminated glass panel balustrades to provide a secure edge to the proposed balconies/terraces. The detailing of these balustrades will be crucial to their success, and provided that fixings are not highly visible it is considered that the glass would read as a minimal alteration to the building. It is therefore recommended that precise details are secured by condition. Furthermore, it is considered that there is the potential for a higher quality of rainwater goods to be used, and again details are recommended to be secured by condition.

With regard to the impact of the wider development proposals on the setting of Bassetts House, it is not considered that the new dwellings would be significantly more harmful than the existing buildings on site, whilst more generally the landscaping proposals would enhance the wider setting of the building and site as a whole. The proposals also include revisions to the existing boundary treatment adjacent to Bassetts House (currently a 2m high brick wall), which will be lowered to open up views into the site and of the heritage asset. This will be secured by condition.

### Trees and Ecology

Planning Authorities are required to assess the impact of a development proposal upon ecology, biodiversity and protected species. The presence of protected species is a material planning consideration. English Nature has issued Standing Advice to local planning authorities to assist with the determination of planning applications in this respect as they have scaled back their ability to comment on individual applications. English Nature also act as the Licensing Authority in the event that following the issue of planning permission a license is required to undertake works which will affect protected species.

Policy NE7 requires proposals for new development to take particular account of existing trees on the site and on adjoining land. Policies NE2 and NE3 seek to protect sites and features which are of ecological interest and value. Policy NE2 relates to development and nature conservation sites, including Sites of Importance for Nature Conservation (SINCs), and states that a development proposal that may significantly affect the nature conservation interest or value of such sites will be permitted only:

- I. if it can be shown that the reasons for the development or benefits to the local community from the development outweigh the interest or value of the site, or
- II. any harm can be overcome by mitigating measures, secured by planning conditions or planning obligations.

Part of the site, a pond and its surrounding area is designated a SINC and is of high ecological value. The majority of the site comprises buildings, hard standing and amenity grassland which are of low intrinsic ecological value and one large mature tree and a small area of un-improved acid grassland which are also of high ecological value. The applicant's phase 1 survey concluded that the SINC and the buildings have features which indicate the potential to support European Protected Species (EPS), in particular bats and great crested newts (GCN). Survey work has been undertaken to confirm the presence of these species on site and submitted to accompany the application.

The proposal involves the retention of trees and landscape features of significance within the site, including the area of acid grassland alongside the western edge of the site. Whilst the proposed plans have been amended to remove the dwelling previously proposed within the SINC, some elements of hard surfacing, including parts of parking bays and the southern section of the spine road, would still be located within the SINC area. This development will clearly impact on the available area of habitat available for GCN and other wildlife, and in accordance with Policy NE2 it is necessary to consider whether there are benefits that would outweigh this partial loss of SINC, or that any harm can be overcome by mitigating measures.

In this case, the applicant's ecologist has submitted that the greatest threat to the long term survival of GCN here is the reduction in suitability of breeding habitat, which is proposed to be addressed by canopy reduction and de-silting, etc. included as part of an ecological management plan. As now proposed, the applicant's ecologist submits that the development (including an ecological management plan) should benefit the long term future of the pond and GCN population, whereas leaving it to its own devices would not.

In this instance it is not considered that there are significant benefits to the scheme that would outweigh the interest or value of the SINC, however it should also be recognised that only a partial loss of habitat is proposed. The application sets out details of proposed mitigation measures which include the improvement of the pond itself to improve the breeding habitat for newts, which in this case is considered to overcome the degree of harm caused through the limited development proposed within the SINC, in accordance with Policy NE2 (ii). These mitigation measures are proposed to be secured as part of a wider package of ecological measures by condition.

The comments from the Orpington Field Club on this matter are noted, including the submission that the SINC area should be kept fenced off with an impenetrable barrier, to contain the newts and prevent them from harm in the wider development. Whilst it is certainly appropriate to ensure that appropriate measures are in place to prevent the GCN dispersing across the site during construction works, it is not considered that restricting the movement of the GCN in the longer term would represent best ecological practice.

With regard to bats, the applicant's initial survey work identified the potential for bat roosts to be present on site, both in trees and buildings, and identified suitable foraging habitat for bats. The submitted reports recommended mitigation in the form of a number of precautionary measures before and during construction. However, this information was not based on up to date survey information, and it could not be concluded that the impact on bats is sufficiently understood or mitigated, with further survey work required to provide such confidence. Additional bat surveys were undertaken during April and May

2016 and have been reviewed. As a result it is considered that the level of survey effort employed, cumulatively, is sufficient to provide confidence that the conclusions reached are robust and the level of mitigation proposed is appropriate, and this will be delivered subject to a NE EPS Licence. It will be important that as works progress and mitigation is employed, should additional roost locations be identified during the precautionary approach that the level of mitigation proposed is adjusted accordingly (as would be standard).

Conditions are recommended to secure the details of mitigation during demolition and construction work, and habitat enhancement works and the long term ecological management of the site, including the on-going treatment of invasive species (Japanese Knotweed) on the site.

With particular regard to trees, the arboricultural impact assessment states that a total of 14 individual trees and 4 groups are proposed to be removed. Of these trees, three individual trees and one group are identified as moderate quality (Category B), with the remainder being Category C or U, being either low quality or unsuited to retention. No Category A (high quality) trees are proposed to be removed. The development proposals therefore seek to retain the trees of significance on the site and propose 26 new trees as part of the wider landscaping proposals. Revisions made during the lifetime of the application have resulted in an improvement to the car parking layout in relation to tree T22 which is a significant oak. No arboricultural objections have been raised to the development in light of these revisions. Full details of a landscaping scheme, including details of new tree planting proposed, is recommended to be secured by condition.

### Housing Issues

At regional level, the 2015 London Plan seeks mixed and balanced communities (Policy 3.9). Communities should be mixed and balanced by tenure, supported by effective and attractive design, adequate infrastructure and an enhanced environment. Policies 3.11 and 3.12 of the plan confirm that Boroughs should maximise affordable housing provision, where 60% of provision should be for social housing (comprising social and affordable rent) and 40% should be for intermediate provision and priority should be accorded to the provision of affordable family housing.

UDP Policy H7 outlines the Council's criteria for all new housing developments. The policy seeks the provision of a mix of housing types and sizes.

### *Size and Tenure of Residential Accommodation*

The proposal would provide the following residential development:

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	TOTAL
Private	19	24	7	50	3	103
Affordable rented	2	3	0	2	0	7
Intermediate	2	3	0	0	0	5
TOTAL	23	30	7	52	3	115
%	20	26	6	45	3	100

In respect of housing need within the Borough, the greatest area of demand is currently in respect of 1 and 2 bedroom units. Whilst a good proportion of these smaller sized units are proposed, the mix is generally dominated by larger 4 bedroom family-sized units. In this case, the site has a low PTAL rating and the surrounding area is typically characterised by family-sized dwellings. It is therefore considered that the proposed unit

mix represents the optimum balance between addressing local need and responding to local character, whilst still ensuring the delivery of mixed and balanced communities.

Policy 3.8 of the London Plan requires 10% of new housing to meet building regulation M4 (3) 'wheelchair user dwellings'. Bromley's Affordable Housing SPD confirms that 10% of all housing including affordable housing should be wheelchair accessible in developments of 20 or more units. The application documents confirm that a total of 12 wheelchair units are proposed across the site (including 2 affordable units – one for affordable rent and one intermediate), which have been designed to accord with the South East London Housing Partnership (SELHP) guidelines, which comply with and generally exceed Part M of the Building regulations. The proposals would therefore meet the required standards in respect of wheelchair housing. All of the wheelchair dwellings would benefit from an allocated disabled parking bay, within an adjacent parking area. A condition is recommended to secure compliance with building regulation M4 (3) 'wheelchair user dwellings' in accordance with Policy 3.8 of the London Plan.

Policy H2 of the UDP requires sites capable of providing 10 or more dwellings to make provision for 35% affordable housing (by habitable room). A lower provision of affordable housing can only be accepted where it is demonstrated that the viability of the scheme cannot support policy compliant provision. In such instances the maximum level of affordable provision must be sought.

In this instance the development comprises 115 residential units and therefore triggers the need to address Policy H2. The application includes a level of affordable housing which falls below the requirement for 35% set out in Policy H2, and a financial viability assessment has been submitted to seek to demonstrate that this is the maximum level of affordable housing that the development can deliver.

Negotiations with the applicant have been on-going and an initial offer of 18 affordable dwellings on site (equating to 16% by unit or 15% by habitable rooms) was rejected by officers on the basis that it included a significant proportion of Discounted Market Sale units (set at a sale price of no more than 80% of market value), which was deemed not to be an affordable housing product in accordance with the Council's current policy, guidance and affordable housing definitions. A further offer was made by the applicant, of 16 affordable dwellings on site (14% by unit or 15% by habitable room) comprising a mix of intermediate dwellings and dwellings for affordable rent with a tenure split of 69% affordable rent and 31% intermediate (shared ownership). However, having reviewed this offer the Council's Housing Needs team expressed further concerns that the affordable rented accommodation included a significant number of units which were to be set at a rental rate not exceeding 80% of market rents, which in this location would be likely to exceed the Local Housing Allowance level and would not be genuinely affordable for local residents.

Taking the feedback of the Council's Housing Needs team into account, the applicant has further revised the affordable housing offer, which is for 7 dwellings for affordable rent set at the LHA level (comprising 2 x 4 bedroom houses and 2 x 1 bedroom and 3 x 2 bedroom flats – including one wheelchair dwelling), and 5 intermediate dwellings (comprising 2 x 1 bedroom and 3 x 2 bedroom flats – including one wheelchair dwelling). This equates to 10% of the overall scheme on a 'by unit' basis or 8% by habitable rooms, with a tenure split of approximately 58:42 in favour of affordable rent.

Whilst it is acknowledged that the overall quantum of affordable housing has reduced, the proposal now represents the best fit in terms of local need and includes a range of products that will be genuinely affordable for local residents. The quantum has been further reduced as a result of CIL charges that are now higher than originally anticipated



by the applicant, as a result of the term of vacancy for existing buildings on site which can now no longer be deducted from the CIL amount due.

The Council's independent consultant has reviewed the applicant's submitted financial information and confirmed that this is the maximum level that the development can support, in fact resulting in a small loss equating to around 0.1% of the developer profit, which it is understood that the applicant would be prepared to accept in this case. Accordingly, and based on the proposed tenure split, it is considered that the affordable housing to be achieved as part of this development is acceptable.

### *Standard of Residential Accommodation*

Policy H7 of the UDP and the Residential Standards SPD sets out the requirements for new residential development. The Mayor's Housing SPG, which was updated in March 2016 sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements.

Table 3.3 of the London Plan and Standard 24 of the SPG sets out minimum internal space standards for new development. All of the units meet or exceed the minimum unit sizes and make adequate provision for amenity space by virtue of private gardens and balconies as well as the communal landscaped areas retained on site. The applicant has stated that all units met Lifetime Home Standards and has provided layout plans to demonstrate compliance in this respect. However, this is no longer a relevant standard and in accordance with the Transition Statement 90% of all new dwellings should meet building regulation M4(2) 'accessible and adaptable dwellings'. It is recommended that compliance with this standard is secured by condition.

### Playspace

Based on the Mayor's play space SPG, the applicant has identified a requirement for 689sqm of playspace on site. An area of playspace has been identified in the landscape plans and site layout, with an indicative play equipment layout shown. It is not clear how much provision is proposed but it should be noted that the needs for doorstep play will largely be met through the provision of private gardens for each of the proposed houses. This is acceptable. It is recommended that full details of the proposed play equipment be secured by condition.

### Highways and Traffic Issues

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the UDP and London Plan should be used as a basis for assessment.

The site is in a low (mostly 1b some 1a) PTAL area and is therefore considered to have poor access to public transport links.

A significant number of the representations received from local residents have raised concerns regarding current on-street parking conditions in the vicinity of the site, where surrounding streets (including Starts Hill Road) are heavily parked during the daytime, which has been attributed in part to the nearby Princess Royal University Hospital. Accordingly, residents are concerned that the proposed development must have adequate parking to avoid any additional pressure to on-street parking in the vicinity of the site which could give rise to road safety concerns. In addition, there is a potential concern that the visitor parking spaces within the site could be used by vehicles which are currently parking on-street, which could in turn displace resident parking from the development back out onto surrounding roads unless there is a means of controlling the use of spaces within the site.

The proposed development includes the provision of 175 car parking spaces for 115 units, which equates to approximately 1.5 spaces per dwelling. Of this total capacity, a total of 130 will be allocated to dwellings, with the remaining 45 spaces unallocated to provide visitor parking or informal parking by residents. 14 of the 4 and 5 bedroom dwellings would have 2 allocated parking spaces each. 12 wheelchair spaces are proposed which equates to 10% of the overall provision. These spaces are conveniently located for occupiers of the proposed wheelchair adaptable/accessible dwellings. This is satisfactory and no technical objections have been raised to this aspect of the development from a highways perspective.

It is noted that Transport for London have requested that the overall parking provision be reduced to accord with the London Plan, however in this instance the low PTAL and limited site accessibility and local conditions justify a greater proportion of parking.

The applicant is proposing to operate a permit system for parking on site, with parking only permitted within marked bays, and residents and their visitors will be required to display valid parking permits at all times. No parking will be permitted outside of marked bays. Double yellow lines will be introduced on all of the internal site roads. This could be secured by condition through the Car Park Management Plan, discussed below, and should prevent unauthorised parking within the site.

The applicant has stated that a private parking enforcement company will be employed by the estate management team from the outset, which will make regular visits to site (typically twice a week) and issue parking penalties to any vehicles which do not comply with the parking rules. Acceptance of the parking rules would be a condition of the issue of permits and will form part of the lease agreements for parking facilities.

Furthermore, the development does not have direct pedestrian access from any of the surrounding streets which should discourage future residents from parking outside the site. It is recommended that this is secured by condition.

A total of 212 cycle parking spaces have been proposed across the development. This is in accordance with London Plan standards i.e. 1 space for every 1 bedroom dwelling and 2 spaces for 2 plus dwellings plus 1 visitor space for every 40 dwellings and is acceptable in principle. Details of secure cycle storage arrangements can be secured by condition.

The Transport Assessment submitted with the application demonstrates that the local transport network can adequately accommodate trips from the development. The capacity modelling demonstrates that the net vehicular trip generated by the site can be accommodated by the site access. The developer plans to trim the existing vegetation to improve visibility of the access and introducing parking restrictions. A stage 1 Road Safety Audit was carried out and identifies no issues of concerns relating to road safety based on the proposed access arrangement however LBB traffic team would like to be present on site at the time of stage 2 audit. This can be secured by condition.

The internal road within the proposed development will not be offered up for adoption and will instead be managed privately with expenses recouped through an annual service charge paid by residents. A management company will be responsible for enforcement of car parking controls and keep the roads free of parking other than in marked bays. The applicant has increased the width to 6m i.e. as per LBB manual for design. This will allow two cars to pass easily and also not cause issues for larger vehicles particularly if parking takes place on the access road. Tracking drawings have been submitted to show that a refuse vehicle can safely access the bin storage areas.

Subject to the imposition of conditions, and a financial contribution towards a future CPZ extension and towards the provision of a car club bay, no objections are raised to the development with regard to highways and traffic impacts.

#### Impact on neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The application site is well contained and largely separated from neighbouring dwellings by virtue of the existing boundary treatments and highways surrounding the site, and in general it is not anticipated that a significant loss of amenity would be experienced by local residents living near to the site as a result of the development proposed. There are however two areas where new dwellings are proposed close to the eastern boundary with adjacent properties in Arden Grove and Paddock Close, specifically the dwellings proposed at Plots 49 and 53.

In the case of Plot 49, the rear boundary of the property would directly abut the flank boundary to No. 16 Arden Grove, with the proposed dwelling facing rearwards towards the back garden area to No. 16. However, the dwelling itself would be positioned 13.5m from the rear site boundary which is considered a suitable distance to mitigate any potential loss of privacy, particularly noting the back-to-flank relationship where direct views of the dwelling itself would be avoided.

With regard to Plot 53, this is an end-of-terrace, two storey dwelling (with roofspace accommodation – maximum height of 11m to the roof ridge) that flanks the shared boundary with No. 14 Arden Grove, and is positioned around 1m from the flank site boundary. Plot 53 also adjoins part of the rear boundary with No. 5 Paddock Close.

There is approximately 10.5m separation between the proposed dwelling at Plot 53 and the rear elevation of No. 14 Arden Grove. The dwelling presents a blank flank elevation towards No. 14 Arden Grove and would not give rise to any direct overlooking. Whilst the proposed dwelling would result in a degree of obstruction to the easternmost rear-facing windows of No. 14, the resultant impact would be limited given the alignment of the proposed dwelling which is to be positioned largely to the north-east of No. 14, and the

slightly lower height of the building where it would overlap its neighbour, owing to the pitched roof form proposed. Indeed, the line of sight directly rearwards from No. 14 would remain largely unobstructed as a result of the proposed development. Accordingly it is not anticipated that an undue loss of light or prospect, or an unacceptable degree of overshadowing will arise, that would justify the refusal of planning permission. A suitable privacy screen for the proposed first floor rear balcony can be secured by condition.

Whilst there is the potential for a degree of overlooking to arise from Plot 53 towards Paddock Gardens, the separation distance (of around 15m) and the alignment of the properties (which do not directly face one another) are such that an undue loss of privacy is not expected to arise. Furthermore, the plans indicate that the houses at Plots 53 and 54 would be slightly modified from the standard 'House Type C' with the rear dormer window replaced with 2 'velux' type windows, which will further reduce the potential for overlooking to arise from the top floor of these dwellings.

Concerns raised locally regarding traffic impact and parking issues in nearby streets that benefit from uncontrolled parking have been considered and discussed above.

### Sustainability and Energy

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayors energy hierarchy adopting lean, clean, green principles.

The application proposes to achieve a 33% reduction of carbon on the site as a whole (the target is 35% on 2013 Building Regulations), using a combination of energy efficiency measures and PV panels. This is acceptable despite the slight shortfall anticipated as the proposal includes Bassetts House which is for a residential conversion and a heritage asset. The new build elements are designed to exceed the 35% which represents a reasonable compromise in this case. It is recommended that the implementation of the proposed energy efficiency measures and PV are secured by condition.

### Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

The application includes proposals to use soakaways in parts of the site where the infiltration is permissible, and in addition water butts will also be used. The rest of the storage volume required to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus 30% climate change will be in tanks. The submitted strategy is acceptable subject to detailed design. Full details and implementation of the drainage strategy will be secured by condition.

### Other Considerations

Archaeology and land contamination have been addressed by way of submission of technical reports which have been scrutinised by relevant consultees. No objections are raised in this respect and appropriate conditions could be attached to control these specific aspects of the proposal in detail.

### Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis. From 5<sup>th</sup> April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

In this instance it would be necessary for the development to mitigate its impact in terms of the following matters:-

- Education (£773,390.76)
- Health (£188,255.00)
- Affordable Housing
- Wheelchair housing
- Highways contributions towards future CPZ expansion and car club bay

### Environmental Impact Assessment

The Council issued a Screening Opinion on 23rd September 2015 pursuant to Regulation 5 confirming that the development would not be likely to have significant effects on the environment generating a need for an Environmental Impact Assessment. It was considered that the application could be fully and properly assessed by way of technical reports without the need for a full EIA.

### Summary

The proposal involves the redevelopment of a vacant former NHS site which is surplus to requirements and would result in the creation of 115 new dwellings, including the maximum level of affordable housing, which would make a significant contribution towards the delivery of housing in the borough.

The proposal is of a high quality design and layout, and will provide an acceptable quality of accommodation for future occupiers, including a policy compliant level of accessible dwellings.

The development includes the retention, restoration and re-use of the locally listed Bassetts House, which is a significant benefit of the scheme.

The impacts of the development on the amenities of local residents and the local highway network have been considered and no significant adverse impacts are anticipated, such that planning permission could reasonably be refused on this basis. A parking provision equating to 1.5 spaces per dwelling overall is proposed, which is acceptable from a technical highways perspective.

The scheme includes the retention of wildlife habitat on site including trees of significance, with the long term enhancement to be secured by condition. The protection of wildlife including protected species, and mitigation in the longer term will also be secured by condition.

Background papers referred to during the production of this report comprise all correspondence on file ref 15/04941 and other files referenced in this report, excluding exempt information.

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

**As amended by documents received 8<sup>th</sup> March 2016**

**And 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 only be carried out in complete accordance with the details shown on the submitted plans and documents, as follows:**

**Existing plans**

**1447-P-001 P1- SITE LOCATION PLAN**

**1447-P-099 P2 - EXISTING SITE PLAN**

**BASSETTS HOUSE – EXISTING ELEVATIONS**

**BASSETTS HOUSE – EXISTING FLOOR PLANS**

**CM/151012/E1 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 1 OF 4**

**CM/151012/E2 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 2 OF 4**

**CM/151012/E3 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 3 OF 4**

**CM/151012/E4 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 4 OF 4**

**CMS/15339 - EXISTING FLOOR PLANS - BASSETTS CENTRE**

**CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE**

**CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE FIRST FLOOR**

**CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE**

**CMS/15339 - EXISTING FLOOR PLANS – TUGMUTTON CLOSE**

**CMS/15339 - EXISTING FLOOR PLANS – TUGMUTTON CLOSE FIRST FLOOR**

**EXISTING TOPOGRAPHICAL SHEET 1 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 2 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 3 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 4 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 5 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 6 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 7 OF 8**

**EXISTING TOPOGRAPHICAL SHEET 8 OF 8**

**Proposed plans**

**1447-P-100 P14 PROPOSED SITE PLAN**

**1447-P-400 P4 PROPOSED SITE SECTIONS SHEET 1**

**1447-P-401 P5 PROPOSED SITE SECTIONS SHEET 2**

1447-P-402 P4 PROPOSED SITE SECTIONS SHEET 3  
1447-P-403 P4 PROPOSED SITE SECTIONS SHEET 4  
1447-P-404 P4 PROPOSED SITE SECTIONS SHEET 5  
1447-P-405 P4 PROPOSED SITE SECTIONS SHEET 6

1447-P-410 P3 PROPOSED STREET ELEVATIONS  
1447-P-411 P1 PROPOSED STREET ELEVATIONS SHEET 2

1447-P-420 P2 - TYPICAL BAY STUDY – HOUSE TYPE A2  
1447-P-421 P2 - TYPICAL BAY STUDY – HOUSE TYPE B1  
1447-P-422 P2 - TYPICAL BAY STUDY – HOUSE TYPE C  
1447-P-423 P2 - TYPICAL BAY STUDY – HOUSE TYPE D1  
1447-P-424 P2 - TYPICAL BAY STUDY – HOUSE TYPE E  
1447-P-425 P2 - TYPICAL BAY STUDY – APARTMENTS  
1447-P-450 - P1 HOUSE TYPE A PROPOSED ELEVATIONS  
1447-P-451 - P1 HOUSE TYPE B PROPOSED ELEVATIONS  
1447-P-452 - P1 HOUSE TYPE C PROPOSED ELEVATIONS  
1447-P-453 - P1 HOUSE TYPE D PROPOSED ELEVATIONS  
1447-P-454 - P1 HOUSE TYPE E PROPOSED ELEVATIONS  
1447-P-455 - P1 HOUSE TYPE A2 PROPOSED ELEVATIONS  
1447-P-456 - P1 HOUSE TYPE B1 PROPOSED ELEVATIONS  
1447-P-457 - P1 HOUSE TYPE D PROPOSED ELEVATIONS

1447-P-460 - P1 TYPICAL FLAT ELEVATIONS (BLOCKS A1, A2, D1, E1 & E2)  
1447-P-461 - P1 TYPICAL FLAT ELEVATIONS (BLOCK C1 & D2)  
1447-P-462 - P1 TYPICAL FLAT ELEVATIONS (BLOCK G1)

1447-P-600 P5 - HOUSE TYPE A FLOOR PLANS  
1447-P-601 P4 - HOUSE TYPE B FLOOR PLANS  
1447-P-602 P4 - HOUSE TYPE C FLOOR PLANS  
1447-P-603 P4 - HOUSE TYPE D FLOOR PLANS  
1447-P-604 P4 - HOUSE TYPE E FLOOR PLANS  
1447-P-605 P5 - HOUSE TYPE A2 FLOOR PLANS  
1447-P-607 P4 - HOUSE TYPE B1 FLOOR PLANS  
1447-P-608 P4 - HOUSE TYPE D1 FLOOR PLANS  
1447-P-610 P3 - FLAT BLOCK A1 FLOOR PLANS  
1447-P-611 P3 - FLAT BLOCK A2 FLOOR PLANS  
1447-P-612 P3 - FLAT BLOCK C1 FLOOR PLANS  
1447-P-613 P3 - FLAT BLOCK D1 FLOOR PLANS  
1447-P-614 P3 - FLAT BLOCK D2 FLOOR PLANS  
1447-P-615 P3 - FLAT BLOCK E1 FLOOR PLANS  
1447-P-616 P3 - FLAT BLOCK E2 FLOOR PLANS  
1447-P-617 P3 - FLAT BLOCK F1 FLOOR PLANS  
1447-P-618 P5 FLAT BLOCK G1 FLOOR PLANS

1447-P-620 P2 - WHEELCHAIR UNIT TYPE A  
1447-P-621 P2 - WHEELCHAIR UNIT TYPE B  
1447-P-622 P2 - WHEELCHAIR UNIT TYPE C  
1447-P-623 P2 - WHEELCHAIR UNIT TYPE D  
1447-P-624 P2 - WHEELCHAIR UNIT TYPE F  
1447-P-625 P2 - WHEELCHAIR UNIT TYPE G

1447-P-630 P2 - HOUSE TYPE A LIFETIME HOMES  
1447-P-631 P2 - HOUSE TYPE B LIFETIME HOMES  
1447-P-632 P2 - HOUSE TYPE C LIFETIME HOMES  
1447-P-633 P2 - HOUSE TYPE D LIFETIME HOMES  
1447-P-634 P2 - HOUSE TYPE E LIFETIME HOMES  
1447-P-635 P2 - HOUSE TYPE A2 LIFETIME HOMES  
1447-P-636 P2 - HOUSE TYPE B1 LIFETIME HOMES  
1447-P-637 P2 - HOUSE TYPE D1 LIFETIME HOMES

1447-P-640 P1 - FLAT TYPES A AND B FLOOR PLANS  
1447-P-641 P1 - FLAT TYPE C FLOOR PLAN  
1447-P-642 P1 - FLAT TYPE D FLOOR PLAN  
1447-P-643 P1 - FLAT TYPE E FLOOR PLAN

1447-P-800 P10 - PROPOSED BASSETTS HOUSE GROUND FLOOR PLAN  
1447-P-801 P8 - PROPOSED BASSETTS HOUSE FIRST FLOOR PLAN  
1447-P-802 P8 - PROPOSED BASSETTS HOUSE SECOND FLOOR PLAN  
1447-P-804 P2 - PROPOSED BASSETTS HOUSE BASEMENT FLOOR PLAN  
1447-P-805 P2 - PROPOSED BASSETTS HOUSE SITE PLAN  
1447-P-810 P2 - PROPOSED BASSETTS HOUSE ELEVATIONS

### Supporting Documents

Design and Access Statement (Stanford Eatwell Architects) March 2016  
Planning Statement (Montagu Evans) Nov 2015  
Landscape Statement (Fabrik) Oct 2015  
Heritage Appraisal (KM Heritage) Oct 2015  
Daylight and Sunlight Assessment (Point 2 Surveyors) Oct 2015  
Structural Survey and Demolition Method Statement (Barnard and Associates) Oct 2015  
Transport Assessment (WSP) Oct 2015  
Statement of Community Involvement (Cascade) Oct 2015  
Flood Risk Assessment and Surface Water Drainage (Barnard and Associates) Oct 2015  
Phase I Environmental Assessment (AP Geotechnics) Oct 2015  
Phase II Geoenvironmental Report (AP Geotechnics) Oct 2015  
Tree Survey (Tamla Trees) Dec 2014  
Arboricultural Impact Assessment (Ian Keen Ltd) Oct 2015  
Arboricultural Method Statement (Ian Keen Ltd) Oct 2015  
Updated Extended Phase 1 Survey and Assessment (Richard Graves Associates) Oct 2015  
Updated Bat and Great Crested Newt Surveys and Assessment (Richard Graves Associates)  
Oct 2015  
2016 Bat Surveys and Assessment (Richard Graves Associates) May 2016  
Energy Strategy (Desco) Oct 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. Details and sample boards of all external materials (including those for Bassetts House and the new build dwellings), 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 above ground floor slab level. 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. Prior to commencement of development above ground floor slab level details of a scheme of landscaping shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of:



- soft landscaping
- hard landscaping including the materials of paved areas and other hard surfaces
- any retaining walls
- street furniture
- play equipment
- a boundary treatment to the edge of Bassetts Pond

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 10 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.

5. Prior to the commencement of development above ground floor slab level, details of the height, type and appearance of the proposed boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- external boundary treatment around the site at a height not less than 1.8m
- the proposed treatment to the brick wall adjacent to Bassetts House
- all internal fencing, gates, walls or other means of enclosure

The boundary enclosures shall be erected in such positions along the boundaries of the site (both internally and externally) in accordance with the approved details prior to first occupation 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.

6. Prior to commencement of development above ground floor slab level details of the proposed car ports shall be submitted to and approved in writing by the Local Planning Authority. The car ports shall only be constructed in accordance with the approved details.

**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. Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and the development shall be completed strictly in accordance with the approved levels.

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

8. The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(2) 'accessible and adaptable dwellings' for the

units identified in the application as non-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

9. The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(3) 'wheelchair user dwellings' for the units identified in the application 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.

10. Before the development hereby permitted is first occupied, details of privacy screens to the balconies and roof terraces proposed shall be submitted to and approved in writing by the Local Planning Authority. The screens shall be installed in accordance with the approved details prior to first occupation of the dwellings and shall be permanently maintained thereafter.

**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.

11. 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

12. The development shall be implemented in accordance with the Arboricultural Method Statement (AMS) and Landscape Design 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 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.

13. Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored

or positioned within these areas. Such fencing shall be retained during the course of building work.

**REASON:** In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.

14. Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

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

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

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

Before any part of the development hereby permitted is first occupied that part of a sight line of Bassetts House/Acorn Way which can be accommodated within the site shall be provided in both directions at 2.4m x 43m and with the exception of trees selected by the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

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

16. 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.

17. 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.

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

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

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

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

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

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

**21. The existing accesses from Broadwater Gardens 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.**

**22. Details of a scheme for the management of the car parking areas shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied. The plan shall include the following:**

- **details and location of parking spaces for people with disabilities;**
- **details and location of 20% electric vehicle charging points and details of a further 20% passive provision;**
- **details of parking layout and allocations (including details as to how the occupancy will be maximised through the lease of sales)**
- **details of measures proposed to restrict parking to designated bays only and prohibit parking on the access road**

**The car parking areas shall thereafter be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.**

**REASON: In order to comply with Policies T3 and T18 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.**

**23. Prior to the commencement of the development hereby permitted (including demolition) a Construction Management/Logistics 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.**

**24. 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.**

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

**REASON: To comply with Policy T18 of the Unitary Development Plan.**

**26. Before any work is commenced on the access/highway works a Stage 1 and where appropriate a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the Local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users. The road safety auditor should also request for a member of LBB traffic team to be present on site at the time of stage 2 audit.**

**REASON: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan.**

**27. There shall be no pedestrian access provided from the development to Pinecrest Gardens, Broadwater Gardens or Arden Grove at any time.**

**REASON:** In order to safeguard the amenities of neighbouring residents and prevent undue overspill parking on streets in the vicinity of the site, to comply with Policies BE1, T3 and T18 of the Unitary Development Plan.

**28. No development (including demolition) shall commence on site until an Ecological Management and Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include (but not be limited to) details of:**

- the means by which protected species and other wildlife interest and habitats will be safeguarded during demolition and construction works
- a mitigation strategy for the loss of SINC habitat to detail firm proposals for the protection of Great Crested Newts and protection/enhancement of habitats for this species
- an ongoing habitat management strategy for the wider Bassetts site including proposals for the retention and on-going management the acid grassland
- bat mitigation measures
- ongoing measures for the removal and control of invasive species (Japanese Knotweed)

**REASON:** To safeguard the on-going ecological interest of the site, the SINC and protected and priority species, in accordance with Policy NE2 of the Unitary Development Plan and Policy 7.19 of the London Plan 2015.

**29. Prior to the commencement of development above ground floor slab level details of a proposed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include (but not be limited to):**

- details of all street lighting and lighting to car parking areas
- details of external lighting to buildings (including security lighting)
- details of proposed measures to control light spillage as necessary
- details of bat friendly lighting

**30. The lighting shall be installed and be operational prior to the first occupation of the development in accordance with the approved details and shall permanently be retained thereafter.**

**REASON:** To ensure the submission of satisfactory lighting proposals in the interest of safeguarding the amenities of neighbouring residents and future occupiers of the development and the wildlife interest on the site, in accordance with Policies BE1 and NE2 of the Unitary Development Plan.

**31. No development (excluding demolition) shall 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 comply with Policies 5.12 and 5.13 of the London Plan.

**32. Before any work on site is commenced above ground floor slab level a site wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The assessment shall include details of measures to incorporate PV panels in the development. 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 33% 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.**

**33. 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, D or E of Part 1 of Schedule 2 of the 2015 Order, 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: To prevent the unsatisfactory overdevelopment of the site and the amenities of surrounding residential properties, in accordance with Policies H7 and BE1 of the Unitary Development Plan.**

- 34. A) No development related activity shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of building recording in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.**
- B) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.**
- C) If heritage assets of archaeological interest are identified by the evaluation under Part B, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.**
- D) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (C).**
- E) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (C), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.**

**REASON:** The site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in situ and/or recording of items of interest in compliance with Policy BE16 of the Unitary Development Plan.

**35. 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. Piling has the potential to impact on local underground sewerage utility infrastructure.

### **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.**

**Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.**

**Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control of the requirements of these conditions prior to the commencement of development.**

**You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and Numbering**

**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**



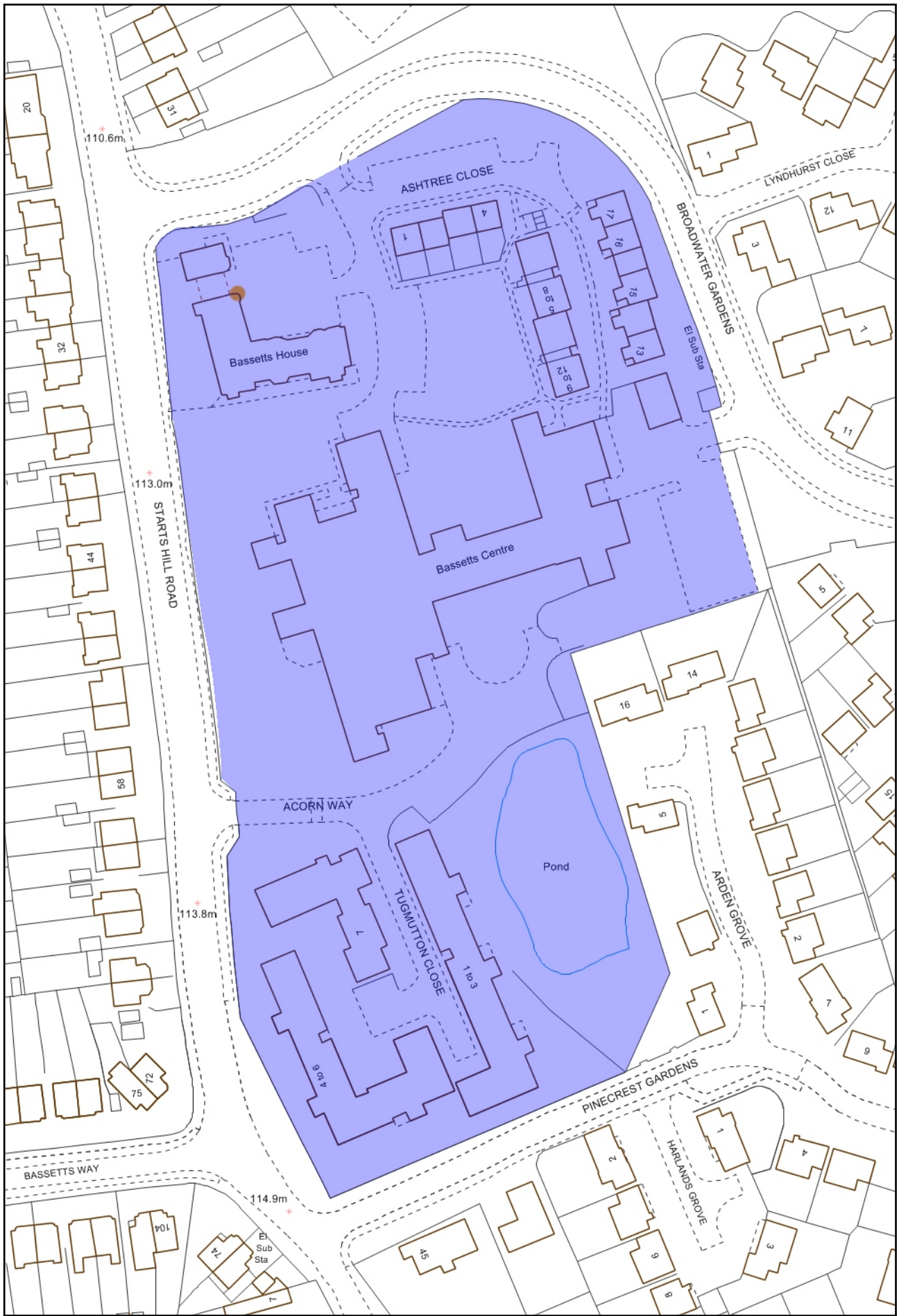
further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.


There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.


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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15/04941 - Bassetts Day Care  
 Centre, Starts Hill Road, Orpington



Monday, May 23,  
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