



THE LONDON BOROUGH
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DATE: 21 March 2017

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

Councillor Richard Scoates (Chairman)
Councillor Peter Dean (Vice-Chairman)
Councillors Kathy Bance MBE, Lydia Buttinger, Simon Fawthrop, Kate Lymer,
Russell Mellor, Melanie Stevens and Michael Turner

A meeting of the Plans Sub-Committee No. 4 will be held at Bromley Civic Centre on
THURSDAY 30 MARCH 2017 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

**To register to speak please telephone Democratic Services on
020 8461 7566**

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

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

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

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF MINUTES OF MEETING HELD ON 2 FEBRUARY 2017**
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- 4 **PLANNING APPLICATIONS**

SECTION 1

(Applications submitted by the London Borough of Bromley)

Report No.	Ward	Page No.	Application Number and Address
4.1	Bromley Town	9 - 22	(16/05346/FULL1) - Car Park, South Street, Bromley

SECTION 2

(Applications meriting special consideration)

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SECTION 3

(Applications recommended for permission, approval or consent)

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4.4	Copers Cope Conservation Area	51 - 62	(16/05699/FULL1) - Methodist Church, Bromley Road, Beckenham BR3 5JE
4.5	Bickley	63 - 74	(16/05857/FULL1) - 17 Park Farm Road, Bromley BR1 2PE

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4.7	West Wickham	85 - 94	(17/00088/FULL6) - 90 Hayes Chase, West Wickham BR4 0JA
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4.9	Bickley	101 - 112	(17/00208/FULL1) - 16 Orchard Road, Bromley BR1 2PS
4.10	Kelsey and Eden Park	113 - 118	(17/00277/FULL6) - 5 Forest Ridge, Beckenham BR3 3NH
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SECTION 4

(Applications recommended for refusal or disapproval of details)

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

5 CONTRAVENTIONS AND OTHER ISSUES

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

6 TREE PRESERVATION ORDERS

Report No.	Ward	Page No.	Application Number and Address
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PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 2 February 2017

Present:

Councillor Richard Scoates (Chairman)
Councillor Peter Dean (Vice-Chairman)
Councillors Kathy Bance MBE, Lydia Buttinger, Simon Fawthrop,
Kate Lymer, Russell Mellor, Melanie Stevens and Michael Turner

Also Present:

Councillors Nicky Dykes

18 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

All Members were present.

19 DECLARATIONS OF INTEREST

No declarations of interest were reported.

20 CONFIRMATION OF MINUTES OF MEETING HELD ON 1 DECEMBER 2016

RESOLVED that the Minutes of the meeting held on 1 December 2017 be confirmed and signed as a correct record.

21 PLANNING APPLICATIONS

SECTION 1

(Applications submitted by the London Borough of Bromley)

21.1 BROMLEY TOWN

(16/05363/REG3) - The Hill Car Park, Beckenham Lane, Bromley, BR2 0DA

Description of application – Installation of a gate (max height 2.9m) on path between Naval Walk and Edison Road.

Oral representations from Ward Member, Councillor Nicky Dykes in support of the application were received at the meeting. Councillor Dykes reported that Bromley Civic Society and Councillors Michael Rutherford and Ellie Harmer supported the application together with Councillor Peter Morgan, Chairman of the Renewal and Recreation Policy, Development and Scrutiny Committee.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** subject to the following conditions:-

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

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

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

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

3. Details of the materials to be used for the proposed gate shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

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

4. An access code system to allow local residents of properties within Edison Road and St Paul's Square and business owners on Church Road entry and egress through the gate shall be installed and provided to these residents/business owners in accordance with details submitted and approved in writing by the Local Planning Authority before any work is commenced and shall be permanently maintained thereafter.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and London Plan Policy 7.2 and in the interest of the amenities of the local residents.”

SECTION 2

(Applications meriting special consideration)

21.2 CLOCK HOUSE

(16/01192/FULL1) - L'Ancrese, Hayne Road, Beckenham BR3 4HY

Description of application – Demolition of existing dwelling and erection of three storey building comprising 6 x 2 bed flats with 7 car parking spaces and associated landscaping.

Oral representations in support of the application were received at the meeting. It was reported that if the application were permitted it would not be subject to a

Unilateral Undertaking as Condition 26 applied.
Councillor Kathy Bance reported that the Ward Members for Clock House Ward had no objection to the application.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with an amendment to Condition 14, the removal of Condition 16 and renumbering of subsequent conditions and an additional Informative to read:-

“14. Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) of 2 cycle spaces per unit shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

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

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

**21.3
KELSEY AND EDEN PARK**

(16/03392/FULL6) - 25 Bucknall Way, Beckenham, BR3 3XL

Description of application – Erection of garden room.

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

Councillor Peter Dean referred to the removal of Permitted Development rights in 1997 that prevented large inappropriate developments. An extension to the house had previously been added and in Councillor Dean’s opinion the proposed development was overdominant and would have a negative impact on neighbouring properties. Councillor Kate Lymer agreed and said that it would set an unwelcome precedent.

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

1. The proposal would be overdominant and adversely harmful to the adjacent Metropolitan Open Land and Site of Interest for Nature Conservation, and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact, loss of privacy and amenity in view of its size, height, siting and extent of glazing, thereby contrary to Policies BE1, NE2 and G6 of Bromley's Unitary Development Plan.

21.4 CRAY VALLEY EAST

(16/03537/FULL1) - Crouch Farm, Crockenhill Road, Swanley, BR8 8EP.

Description of application - Proposed demolition of existing agricultural building and the erection of a replacement grain/machinery storage building.

Oral representations in support of the application were received at the meeting. It was noted that on page 39 of the Chief Planner's report under the heading, 'Proposal', the last sentence should be amended to read, "The wider site comprises 83 hectares of land used for arable farming, and the main buildings associated with the farm form a cluster with one larger barn to the west of the site, located within a 20 metre proximity north of Crockenhill Road."

Members having considered the report, objections and representations, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with an amendment to Condition 4 and a further condition to read:-

"4. The building hereby approved shall be used only for the purpose of agriculture, as defined in Section 226 of the Town and Country Planning Act 1990 and for no other purpose including for the storage of any gyrocopters, and there shall be no change of use permitted by the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking and re-enacting that Order.

REASON: In order to protect the amenity of surrounding neighbours and to avoid inappropriate development within the Green Belt thereby to comply with Policies G1 and BE1 of the Unitary Development Plan.

7. 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 extensions or alterations to the building permitted by Part 6 of Schedule 2 of the 2015 Order (as amended), shall be erected or made to the building hereby permitted without prior approval in writing of the Local Planning Authority.

REASON: In order to comply with Policy G1 of the Unitary Development Plan and London Plan Policy 7.16 and in the interest of the openness and character of the Green Belt.”

**21.5
CHELSFIELD AND PRATTS
BOTTOM**

(16/05061/FULL1) - Land adjacent to Knockholt Railway Station North Side, Sevenoaks Road, Halstead, Sevenoaks

Description of application – Change of use of land for siting of caravans for residential use for occupation by Gypsy Travellers with an amenity block, septic tank, hard standing, re-proofing of land and boundary fence. PART RETROSPECTIVE.

Councillor Lydia Buttinger reported there were significant concerns amongst residents with regard to this application as it was prime green belt site and designated a Site of Importance for Nature Conservation and that no very special circumstances existed to warrant an exception to Green Belt Policy.

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

**21.6
PLAISTOW AND
SUNDRIDGE**

(16/05080/FULL1) - 8 Rodway Road, Bromley, BR1 3JL

Description of application – Conversion of the property into 5 two bedroom self-contained flats together with the erection of two storey side and rear extensions and roof alterations to incorporate rear dormer extension.

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

**21.7
BICKLEY**

(16/05282/FULL6) - Redroof, Woodlands Road, Bickley, Bromley, BR1 2AP

Description of application - Enlargement of roof to provide first floor accommodation, replacement porch and elevational alterations.

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

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

**21.8
KELSEY AND EDEN PARK**

(16/05650/RECON) - Public Conveniences Opposite Goodwood Parade, Upper Elmers End Road, Beckenham

Description of application – Variation of Condition 4 of application ref: 16/02258/FULL3 to read "The rooflights shall be installed in such a manner as to ensure the trees are unaffected by the works and are to be installed from inside the building" and variation of Condition 6 to read "The building is to be used as a health clinic/centre only. The building is to have a maximum of three staff, of which a maximum of two are to be practitioners. Meetings are to be by appointment only. The maximum number of appointments in any one day is to be 36".

It was reported that a letter of support had been received. Following a discussion regarding the safety of pedestrians it was agreed that a letter be sent to the Council's Highways Department in consultation with Councillor Russell Mellor to request highway improvements to provide improved crossing facilities to and from the roundabout.

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

SECTION 3

(Applications recommended for permission, approval or consent)

**21.9
PETTS WOOD AND KNOLL
CONSERVATION AREA**

(16/03839/FULL1) - 9 Station Square, Petts Wood, Orpington BR5 1LY

Description of application – Part two/three storey rear extension comprising extension to ground floor retail unit with 2 two bedroom flats on first and second floors, change of use of retail unit from Class A2

(financial and professional services) to Class A3 (restaurant and cafes) alterations to shopfront and elevational alterations with associated car parking at rear.

The Planning Inspectorate's Appeal Decision dated 2 March 2016 was circulated to Members. Councillor Simon Fawthrop said that the bulk, height and siting of the proposed extension was unacceptable and would set a precedent and referred to Paragraph 12 of The Planning Inspectorate's Appeal Decision. He did not object to the change of use and would welcome a further application on the site. In his opinion, the report recommendation should have been for 'Members Views'.

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

1. The proposed extension by reason of its bulk, size and siting would be overly prominent and incongruous, and constitute an overdevelopment of the site which is out of character with the locality and would fail to preserve the character and appearance of the Station Square Conservation Area and if permitted would set an undesirable precedent for similar inappropriate development within the area, thereby contrary to Policies BE11 and BE1 of the Unitary Development Plan.

**21.10
KELSEY AND EDEN PARK**

(16/05088/FULL1) - Beau Lodge, Kelsey Lane, Beckenham, BR3 3NF.

Description of application – Demolition of existing garage blocks and erection of 2 bedroom single storey dwellinghouse on land at rear of Beau Lodge and the Coach House.

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

**21.11
CLOCK HOUSE**

(16/05289/FULL6) - 66 Tremain Road, Penge London, SE20 7TZ

Description of application – Part one/two storey rear extension with steps.

The Chairman referred to the history of the site contained in the first three paragraphs on page 118 of

the Chief Planner's report and the Planning Inspector had accepted the size of the proposed development but had suggested the pitch of the roof was unacceptable. Councillor Peter Dean said that if the application were to be refused then the appeal would most likely be lost and supported the application. Members having considered the report and objections, **RESOLVED that the application BE DEFERRED**, without prejudice to any future consideration, to **SEEK A REDUCTION IN THE HEIGHT OF THE EXTENSION.**

The meeting ended at 8.05 pm

Chairman

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

Application No : 16/05346/FULL1

Ward:
Bromley Town

Address : Car Park, South Street, Bromley

OS Grid Ref: E: 540413 N: 169511

Applicant : Mr Kevin Foster

Objections : YES

Description of Development:

Erection of a new substation

Key designations:

Conservation Area: Bromley Town Centre

Biggin Hill Safeguarding Area

Bromley Town Centre Area

London City Airport Safeguarding

Proposal Sites

Smoke Control SCA 5

Proposal

Planning permission is sought for the erection of a new substation, which will measure 4.7m wide (facing South Street) by 4m deep by 2.75m high to a flat roof. The structure will be brick built with louvre doors in the southern elevation and a louvre window opening in the eastern elevation.

The building will be located at ground level and will have direct access to South Street.

Members may recall that planning permission was granted for the redevelopment of the South Street Car Park (SSCP) site for 53 residential flats as part of a larger scheme including the conservation of the Old Town Hall (ref 16/01175). On the SSCP site, the substation will be positioned close to the ground floor flat that will occupy the south east corner of the proposed residential block. The flank wall of the substation will be located approximately 1.9m from the eastern side of the balcony for this flat.

The proposed siting of the substation necessitates the removal of one of two trees in this part of the site. The crown of the remaining tree will be raised to allow the substation to be sited under the crown.

The applicant has submitted a covering letter setting out the justification for the proposed building which is summarised below:

- o The building will only come forward with the implementation of the SSCP scheme;

- o The additional electrical load from the schemes at the Old Town Hall (OTH) and SSCP necessitates the need for a new sub-station;
- o The building will be placed away from the junction of Tweedy Road and South Street;
- o The proposed siting of the building is required as it provides access to existing high voltage cabling in the area, needs to be in close proximity to the OTH and SSCP elements of the scheme, needs to be at ground level with 24hr unrestricted access and not accessed from a main road. Alternative locations have been considered but they don't meet the above criteria. The proposed siting is the only location that does meet the required criteria; and
- o The substation will be located as discreetly as possible to minimise impact on the character of the area and neighbouring properties but also meeting the operational requirements of the utility provider.

In addition an assessment of the impact on existing trees on the site concludes that the tree to be lost is of moderate quality and would need to be heavily pruned to facilitate the construction of the residential development on the site. The tree to remain merits retention and protection measures during construction to ensure its long term survival.

Location

This 0.21ha site lies on the north side of Bromley Town Centre just to the south of Bromley North Station.

The east of the site is bounded by the A21 Tweedy Road dual carriageway. On the opposite side of the road is Bromley North Station and substantial commercial buildings with a converted residential building opposite the Old Town Hall known as The Clockhouse.

Immediately to the west, adjoining the site, is locally listed Bromley Fire Station Beyond this is East Street which comprises a mixture of retail and leisure uses on the ground floor of 3 storey Victorian and Edwardian buildings with commercial and residential units on the upper floors..

To the south is the Old Town Hall which comprises a former municipal building and for which planning permission was granted for conversion to a hotel in 2016.

Widmore Road and Tweedy Road are heavily trafficked and busy roads. South Street is one way from west to east with traffic only entering from Tweedy Road. `

Consultations

Comments from Local Residents

Nearby properties have been notified. At the time of writing the report no responses have been received and Members will be updated verbally if any responses are received before the PSC meeting. A site notice was erected on 3.1.2017 with an expiry date on 24.1.2017. A press advert was also placed on the 28.12.2016.

No comments have been received.

Comments from Consultees

The Council's Highways Officer advises that the development should not prejudice the provision of any of the basement car parking space and advised consultation with Transport for London.

Transport for London provide the following comments:

1. The site of the proposed substation is on the A21 Tweedy Road, 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. The footway and carriageway on the A21 Tweedy Road must not be blocked during the erection of the substation. Temporary obstructions during the works 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 Tweedy Road.
3. All vehicles associated with the works of the lanterns must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
4. 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>

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

From an arboricultural point of view the loss of one London plane tree as illustrated would not have a particularly harmful impact upon the street scene, due to the presence of another closer to Tweedy Road. Both trees appear to have been managed in terms of canopy clearance with past wounds visible along the main stems. Whilst amenity value is often acquired when trees are found in pairs or groups, there is evidently an argument that the remaining tree could be allowed to establish into a dominant feature adjacent to the junction of Tweedy Road and South Street. Looking at the general relationship between the new building and the tree proposed for removal, pruning pressures would already be at an excessive level. I would therefore not object to the loss of the tree.

The impact on the remaining London plane proposed for retention as a result of the construction of the proposed substation would be questionable. No Root Protection Area (RPA) calculations or illustrations have been provided, however, it would appear that RPA intrusion would be at a higher percentage than what would be considered reasonable. I would therefore encourage a level of specialist analysis to mitigate the risk of root damage. This may include non-conventional foundations to

reduce the below ground disturbance. I do not foresee unreasonable pruning pressures.

I am satisfied that conditional permission can be granted and would recommend the following conditions be applied:

1. Before any work is commenced, details of the depth, extent and means of excavation of the foundations shall be submitted to and approved in writing by the Local Planning Authority, and the excavations and foundations shall be carried out in accordance with the approved details.

REASON: In order to comply with Policy NE7 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.

2. The proposed development will be carried out in accordance with The National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees.

REASON: In order to comply with Policy NE7 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.

From a heritage and design point of view the application site lies outside the Bromley Town Conservation Area the proposed substation would not be harmful to the adjacent CA as it would not obscure any significant views into or out of that area.

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:

BE1 Design of New Developments
NE7 Development and Trees
BE13 Land Adjacent to a Conservation Area
T2 Transport Effects
T18 Road Safety

Bromley's Proposed Submission Draft Local Plan:

The final consultation for the emerging Local Plan was completed on December 31st 2016. It is expected that the Examination in Public will commence in 2017.

The weight attached to the draft policies increases as the Local Plan process advances. These documents are a material consideration and weight may be given to relevant policies as set out in the NPPF paragraph 216 which states:

"From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)."

Current draft Policies relevant to this application include:

Policy 37 General Design of Development

Policy 42 Development adjacent to Conservation Areas

Policy 73 Development and Trees

Bromley Town Centre Area Action Plan identifies the site as Opportunity Site C allocated for hotel, residential and office purposes.

In strategic terms relevant London Plan 2015 and National Planning Policy Framework 2012 (NPPF) policies apply.

Planning History

The site has been the subject of numerous previous relevant applications as follows:

DC/15/00140/FULL3 and DC/15/00141/LBC - Application for planning permission and listed building consent to enable partial demolition of the Bromley Town Hall building and replacement with extensions no greater than 3 storeys high to facilitate a change of use from Office (Class B1) to 94 bedroom hotel use (Class C1) to include hotel restaurant, conference, wedding and multi-functional space in addition to 2 independent restaurants (Class A3) fronting Widmore Road together with re-configuration of the existing access ramp on Widmore Road and provision of pickup/drop off in Tweedy Road and South Street and

Planning Permission for the erection of a 5-storey residential apartment building (Class C3) containing 53 units (18 x 1bed, 34 x 2-bed, 1 x 3 bed), with basement parking for 26 cars and 118 cycle parking spaces upon the neighbouring South Street Car Park, together with associated landscaping and public realm improvements.

Approved 6.11.2015 and 16.12.2015 respectively.

DC/16/01175/FULL and 16/01176/LBC - Application for planning permission and listed building consent to enable partial demolition of the Bromley Town Hall building and replacement with extensions no greater than 3 storeys high to facilitate a change of use from Office (Class B1) to 99 bedroom hotel use (Class C1) to include hotel restaurant, conference, wedding and multi-functional space in

addition to 2 independent restaurants (Class A3) fronting Widmore Road together with re-configuration of the existing access ramp on Widmore Road and provision of pickup/drop off in Tweedy Road and South Street and Planning Permission for the erection of a 5-storey residential apartment building (Class C3) containing 53 units (18 x 1bed, 34 x 2-bed, 1 x 3 bed), with basement parking for 26 cars on the South Street Car Park site, together with associated car parking for the Old Town Hall site, 118 cycle parking spaces across both sites, landscaping and public realm improvements.
Approved 8.11.2016 and 8.11.2016 respectively

Conclusions

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

- o Principle of Development
- o Siting and Appearance and Impact on the Character of the Area
- o Impact on Neighbour Amenity
- o Highways
- o Trees and Landscaping

Principle of Development

The acceptability of the principle of development of the application site for residential purposes has been established under reference DC/16/01175/FUL and Members supported the proposal to erect a 5 storey building on the site to provide 53 flats. In addition the conversion of the Old Town Hall to a 99 bedroom hotel was supported.

The applicant advises that the substation is necessary to deal with the significantly increased electrical load that will be generated by the development of the Old Town Hall and SSCP site. Without the provision of the sub-station neither the OTH nor the SSCP schemes will be able to be delivered.

In principle it is considered that the provision of a sub-station on the SSCP site is acceptable. The provision of a sub-station to support significant development proposals is not unusual and there are limited grounds to object to the proposal in principle.

Siting and Appearance and Impact on the Character of the Area

UDP Policies BE1 set out specific policy requirements relating to the general standard for development that is expected in the borough. In addition Policies BE13 sets out standards expected for development adjacent to conservation areas. These policies refer to the design of new development, the standard that the development is expected to meet and the impact on the amenities of future occupants of the development and occupants of nearby properties.

In terms of the siting of the development, the applicant advises that requirements of the utility provider are as follows:

1. The site to be at or near the electrical load centre of the network to be supplied;
2. The site to be at ground level;
3. The site to provide safe and adequate 24-hour access from the public highway for operational vehicles, including plant delivery vehicles. Access must be available 24 hours per day on an unrestricted basis, without recourse to third parties (i.e. access must be directly onto the public highway); and
4. Access which avoids major road routes and restricted access, such as designated red routes

The applicant further advises that the developer has considered other locations on the SSCP site and this is the only siting that could accommodate the building and meet the above criteria. The applicant further advises that the size of the building is a product of the requirements of the equipment needed by the utility provider.

The submitted plans indicate that the building will be constructed in brick to match the proposed residential development beyond and will be screened through a combination of new and retained screening. This will help to minimise the visual impact of the structure within the streetscene and allow it to blend with the substantial building that will sit to the west of the sub-station.

On this basis it is considered that the proposed building will not have a substantial impact on the street scene of Tweedy Road or South Street and will preserve the character and appearance of the adjacent Bromley Town Conservation Area.

Conditions requiring the development to be constructed in accordance with the submitted plans and requiring the submission of details of materials and landscaping are recommended.

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.

The new building will be located in the south east corner of the SSCP site close to the junction of Tweedy Road and South Street. The building will be set back from the back edge of pavement but close enough to allow the access required for the utility provider.

For this proposal, the primary consideration is the impact of the building on future occupants of the closest flats in the residential development. The building will be approximately 1.9m from the front elevation of the flats. The elevation of the building at this point shows a dual aspect balcony and the sub-station will be in direct line of sight from this balcony. However the balcony and room beyond will continue to have an uninterrupted view to the south and screening and the use of traditional brick materials will help minimise the impact of the building to the east.

It is considered that the daylight and sunlight that occupants of the flat could expect will not be compromised due to the south facing aspect that will remain unimpeded.

On this basis it is considered that the siting of the proposed sub-station will not have a detrimental impact of the amenities of future occupants of the flats in the proposed, approved development.

Highways and Traffic Matters (including Cycle Parking and Refuse)

In policy terms, the relevant UDP policies are T2 (transport effects) and T18 (road safety). These policies seek to ensure that the proposed development will not have an adverse impact of the performance and/or safety of the A21 Tweedy Road which is part of the Transport for London Road Network (TLRN).

Transport for London, in their comments on the application, wish to ensure that safe passage for pedestrians and uninterrupted vehicle access along Tweedy Road is maintained during the construction process for safety and operational reasons. It is considered that the matters raised can be addressed through the submission of a Construction Management Plan and a condition to this effect is recommended.

Trees and Landscaping

Policies NE7 (Trees and Development) of the Unitary Development Plan provides policy guidance for the consideration of the impact of development on trees. This policy 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. Where trees have to be felled, the Council will seek suitable replanting.

At present there are 2 London Plane trees located on the part of the site subject of this application. The Tree Survey submitted with application 15/00140 classifies both trees as Category B1 where U is the lowest quality and value tree and A is the highest quality and value.

The proposed substation will involve the removal of 1 existing tree to facilitate the development and the applicant advises that it is of moderate quality. The applicant further advises that even without the proposed sub-station this tree would have required significant pruning to facilitate construction of the proposed residential block and its retention could be in doubt.

With regard to the London Plane tree that would be retained, some of the proposed building will be located beneath the tree canopy and within the root protection area of the tree. The applicants tree consultant advises that subject to detailed design of protection measures during construction, the retention of the tree would be feasible.

The Council's Tree Officer advises that the removal of the existing plane tree would not have a particularly harmful impact on the street scene due to the presence of another closer to Tweedy Road. This could also allow the remaining tree to become established in the street scene as the secondary, competing tree is removed. In terms of the impact of the development on the remaining trees, the intrusion of the new building into the Root Protection Area is more extensive than

usual and a level of specialist analysis of this impact will be required to ensure that the foundations do not endanger the retention of the remaining tree.

Whilst the loss of the London Plane tree is regrettable, the applicant has advised that the proposed sub-station is necessary to facilitate the development of the site and there is no alternative location for the sub-station that is acceptable to the utility providers. The retention of one of the pair of trees will retain tree cover in this part of the site and will limit the overall visual impact of the loss of one of the trees. However it is necessary to take utmost precautions to ensure that the remaining tree survives and a condition requiring the submission of design details for the foundations of the sub-station is recommended.

In summary

This application seeks permission to erect a sub-station in the south east corner of the site of the permitted residential development at South Street Car Park. The need for the sub-station has been demonstrated by the applicant. The siting of the sub-station in this part of the site is the result of the requirements of the utility provider and the inability to meet these requirements on any other part of the SSCP site.

The loss of one of the existing London Plane trees is acceptable, on balance, as a second tree at this location would be retained. Detailed design of the foundations of the sub-station will need to be submitted to ensure that the impact of construction on the Root Protection Area of this tree is minimised.

In terms of the impact of the development on the character and appearance of the Conservation Area, it is considered that mitigation measures in terms of screening and sympathetic materials are acceptable and the proposal would not have a harmful impact on the Bromley Town Conservation Area, and thereby preserve its character and appearance.

Conditions relating to compliance with approved plans, materials, tree protection and landscaping are recommended.

On this basis it is considered that the proposal is acceptable and it is recommended that permission is granted.

Background papers referred to during the production of this report comprise all correspondence on file ref: 16/05346, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

Plans

A01.1 Existing Site Plan

A01.2 Proposed Site Plan

A01.3 Existing Elevations

A01.4 Proposed Elevations

A02.1 Ground Floor

A 03.1 North Elevation

A 03.2 East Elevation

A 03.3 South Elevation

A 03.4 West Elevation

A 03.5 Plan and Elevations with vegetation

A 03.6 Proposed Substation Elevation A showing housing for context

A 03.7 Proposed Substation Elevation B showing housing for context

A 03.8 Proposed Substation Elevation C showing housing for context

A 04.1 Indicative Section and Tree Plan

A04.2 Indicative Section and Tree Plan without vegetation

Documents

Covering letter dated 21.11.2017

Letter dated 18.11.2017 from Forbes-Laird Arboricultural Consultancy Ltd

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

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

- 4** Details of a scheme of landscaping, which shall include details of a replacement tree for tree 3006, the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which

within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

- 5 Before any development is commenced, details of the depth, extent and means of excavation of the foundations shall be submitted to and approved in writing by the Local Planning Authority, and the excavations and foundations shall be carried out in accordance with the approved details.

REASON: In order to comply with Policy NE7 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.

- 6 The proposed development will be carried out in accordance with The National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees.

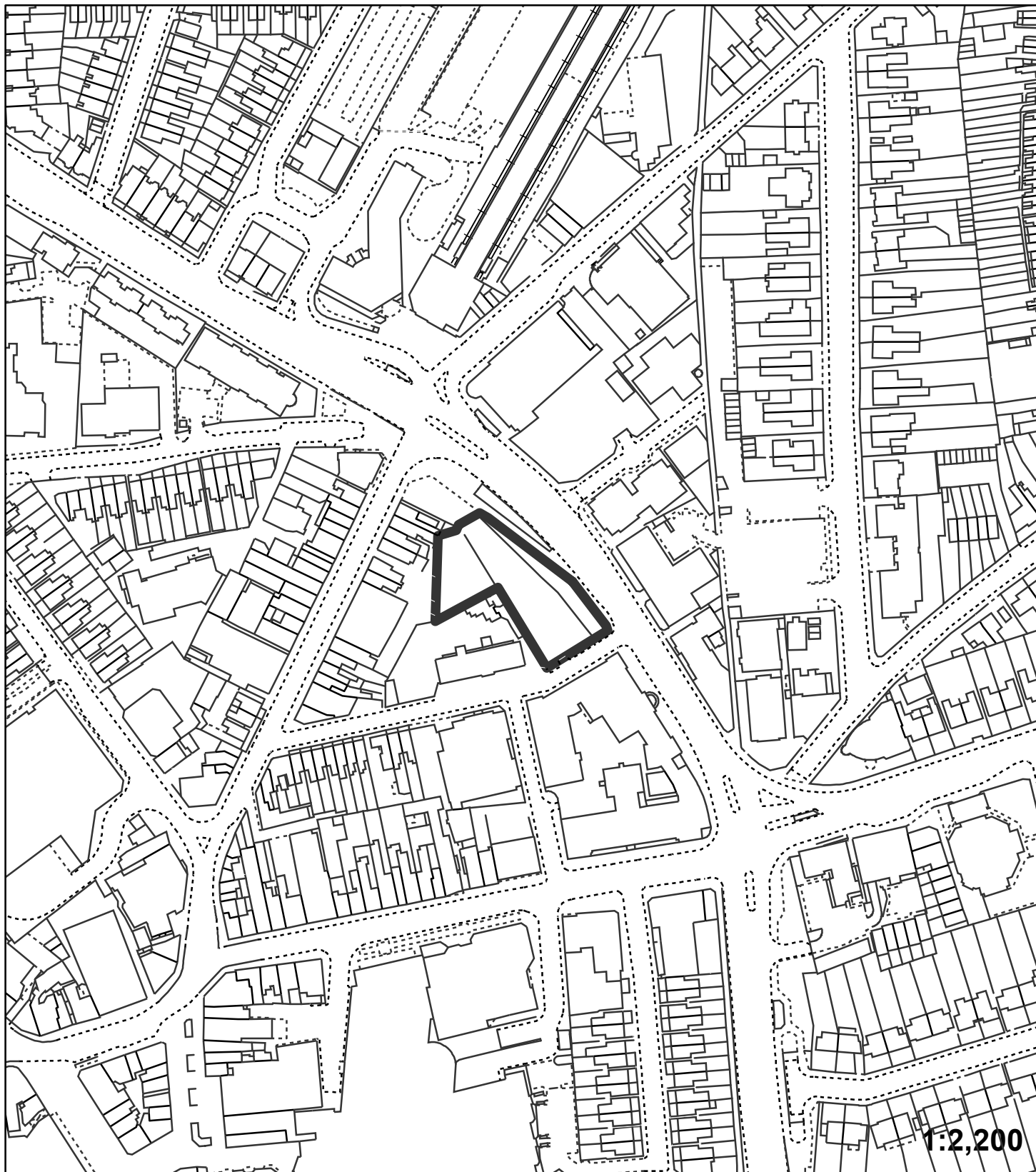
REASON: In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

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Application: 16/05346/FULL1

Address: Car Park South Street Bromley

Proposal: Erection of a new substation



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

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SECTION '2' – Applications meriting special consideration

Application No : 17/00382/FULL1

Ward:
Hayes And Coney Hall

Address : 55 Kechill Gardens, Hayes, Bromley
BR2 7NB

OS Grid Ref: E: 540392 N: 167133

Applicant : Mr M Ross

Objections : YES

Description of Development:

Proposed 2 storey three bedroom end of terrace dwellinghouse (attached to No. 55)

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
River Centre Line
Smoke Control SCA 51

Proposal

Planning permission is sought for the erection of an end-of-terrace dwelling which would be attached to the host dwelling. The host dwelling comprises at present a semi-detached house although planning permission was granted under reference 16/01129 for the erection of a two storey three bedroom end-of-terrace dwelling to be attached to that house.

The host/donor dwelling lies to the south of the bungalow at No. 57 and projects forwards of that property towards the road as a consequence of the turning head siting of the semi-detached bungalows. To the south lies the adjoining semi-detached dwelling at No. 53 which lies within a wider plot with a width of approx. 18, compared with the 15m plot width of the donor property. The pair of semi-detached dwellings occupy wide sites and each semi-detached dwelling has been the subject of planning permission for the substantial extension of the host dwellings to the side.

The surrounding area is characterised by semi-detached bungalows and two storey dwellings. There are generous spaces between dwellings, combined with the set back of houses behind garden frontages and/or driveways, which contribute to the character and appearance of the street scene.

The application site has been formed from the entirety of the side space between the flank wall of the dwelling at No. 55 and the boundary of the site with the bungalow at No. 57. It is proposed to erect an attached two storey three bedroom dwelling house which would adjoin the existing dwelling and which would be set 3m from the northern boundary of the site with No. 57.

The dwelling would be 5.8m wide (the dwelling to which it would be attached has a width of approx. 6.6m) and would be accessed by a door set into the side elevation which would lead directly into the kitchen/breakfast room. The footprint of the proposed dwelling would project by 3.2m to the rear of the host/donor dwelling at ground floor level, with the southern flank wall of this projection forming a party wall between the existing and proposed dwellings. A first floor rear projection would be separated from the boundary with the existing dwelling by approx. 2m.

At first floor level three bedrooms would be provided - 2 small single bedrooms at the front of the dwelling and a larger double bedroom at the rear.

The roof of the dwelling would link to the roof of the host dwelling, incorporating a pitched roof with a ridgeline set at lower level than the main ridge of the host dwelling and its semi-detached pair (No. 53). Similarly, the first floor front elevation would be set back from the main front elevation of the host dwelling.

The applicant has submitted a plan showing the provision of 2 car parking spaces to serve the proposed dwelling. The existing dwelling would have parking to the front.

Consultations

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

- The proposal would result in a solid brick expanse of 4 terraced houses rather than the pair of semi-detached dwellings as existing, which would be out of character with the road and immediate vicinity
- The front gardens of the semi-detached dwellings would be replaced by a paved parking area, increasing pressure on local drains
- Crossovers would be required for each dwelling which would impact considerably on the road and existing residents as parking in the cul-de-sac is already problematic
- The submitted drawings are based on the outlines of building shown as they were when the estate was first built, not as they currently are
- Impact on privacy to rear gardens and visual impact
- Impact on the bungalow would be unacceptable as the extension projects considerably forward of the existing detached garage at No. 55
- A previous application for a bungalow for a family member of a former occupier was refused in 1990 on the grounds that the proposal would subdivide the plot
- Would represent a cramped overdevelopment of the site out of character with neighbouring properties
- Would set a precedent for undesirable terracing
- There may be covenants which would prevent the development
- Concern regarding the ownership of the site and relationship with owner of the neighbouring site
- The applicant should implement the permission granted for an extension rather than pursue this application

- Overlooking to neighbouring bungalow
- Impact on outlook from neighbouring properties
- Increased noise and disturbance associated with comings and goings
- The case should be determined on its own merits regardless of the appeal allowed at the neighbouring dwelling (no. 53)

Technical comments

From a technical highways perspective it is noted that the proposed crossover may interfere with the existing street lighting column and if this is the case the applicant should fund the relocation of the lamp column. No objections are raised from a highways perspective, although a number of planning conditions are recommended should permission be granted.

Comments from Environmental Health (Housing) refer to the Housing Act 2004 Part 1 - Housing Health and Safety Rating System (HHSRS) and raising some concern regarding the ventilation and window sizes of the proposed dwelling. These comments are available on file.

Planning Considerations

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

Unitary Development Plan

Policy BE1	Design of New Development
Policy H7	Housing Density and Design
Policy H8	Residential Extensions
Policy H9	Side space
Policy T3	Parking

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that an updated Local Development Scheme will be submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, indicating the submission of the draft Local Plan to the Secretary of State in the early part of 2017.

Policies in the draft Local Plan of relevance to the determination of this application are:

Draft Policy 4 Housing Design
 Draft Policy 6 Residential Extensions
 Draft Policy 8 Side Space
 Draft Policy 37 General Design of Development
 Draft Policy 30 Parking

London Plan

Policy 3.3	Increasing Housing Supply
Policy 3.4	Optimising Housing Potential
Policy 3.5	Quality and Design of Housing Developments
Policy 7.4	Local Character
Policy 7.6	Architecture

The National Planning Policy Framework (NPPF)

Para. 56 of the NPPF states that good design is a key aspect of sustainable development and indivisible from good planning. Para. 58 states that planning decisions should respond to local character and history and reflect the identity of local surroundings and materials

Planning History

The application site has been the subject of several recent applications for permission to extend the property to the side/rear as well as an application submitted in 1990 for the erection of a detached bungalow adjacent to the host dwelling at No. 55. While it is a fundamental principle that each case be considered on its merits in relation to the individual application site, the close proximity of the dwelling at No. 53 means that the planning history of that property is of strong relevance to the proposed development adjacent to No. 55, and that planning history is also summarised.

No. 55 Kechill Gardens

90/01145

Outline planning permission was refused in 1990 for the erection of a detached bungalow with an attached garage. Outline permission was refused on the grounds:

- 1. The proposal constitutes an unsatisfactory and cramped form of backland development lacking adequate amenity space, detrimental to the amenities of adjoining residents by reason of loss of privacy, prospect and general disturbance out of character with the area generally, and as such the development would be contrary to Policy H.2 of the Bromley Borough Plan.*
- 2. The proposal would be prejudicial to the maintenance and repair of the River Ravensbourne (South Branch) Culvert running along the west boundary of the site.*

It should be noted that the application related to development proposed to be sited at the rear of the garden of No. 55.

15/04204

Planning permission was refused for a part one/two storey front/side and rear extension on the grounds:

1. *The proposal, by reason of its excessive width, bulk and siting in relation to the boundary, would have a cramped and overdominant appearance, out of character with and detrimental to the appearance of the host dwelling, the visual amenities of the street scene and the distinctive residential character of the area, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.*

15/05501

Planning permission was refused for a part one/two storey front/side and rear extension. An appeal against the refusal of planning permission was dismissed. Permission was refused on the grounds:

1. *The proposal, by reason of its excessive width, bulk and siting, would have a cramped and overdominant appearance, out of character with and detrimental to the appearance of the host dwelling, the visual amenities of the street scene and the distinctive residential character of the area, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.*

In dismissing the appeal the Inspector noted the main issue as being the effect of the proposal on the character and appearance of the area and concluded:

"Notwithstanding the other extensions in the area I consider that the proposal before me is of a width and bulk that detracts from the character and appearance of the existing house. Also, while just over 2 metres would remain between the house and the side boundary, the proposal would still substantially reduce the existing side space."

The Inspector considered that the extensions would have been disproportionate to the existing dwelling, being large and bulky and accordingly harmful to the character and appearance of the area.

16/04784

Planning permission was granted for the erection of a part one/two storey front/side/rear extension. The application had sought to overcome the previous ground for refusal and the Inspector's reasoning in dismissing the appeal. Of particular note, the proposed extension was narrower than the host dwelling, incorporated a first floor set back from the adjacent first floor front elevation and a lower ridgeline than the main host roof. Further, the rear extension was considered to have a less convoluted roof design and the overall bulk and scale of the extension was considered to be less dominant. A side space of 3m was proposed to be to the flank boundary rather than the 2.15m previously proposed.

Planning permission was granted subject to a number of conditions including that the extension shall only be used for purposes incidental to the residential use of the main dwelling and for no other purpose.

It is noted that the physical scale and siting of the proposed built development in this current application replicates that granted planning permission under reference 16/04784.

No. 53 Kechill Gardens

The adjoining semi-detached dwelling at No. 53 has been the subject of a number of applications following the grant of planning permission for a substantial two storey side extension which replaced an unattractive and substantially wide flat roofed extension. Following the grant of planning permission for the replacement/enlarged two storey side extension under reference 12/02589, subsequent applications and appeals have sought the development of the side of the house to provide a self-contained dwellinghouse.

12/03353

Two storey detached dwelling house. Planning permission was refused on the grounds that the proposal represented an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policy BE1 of the Unitary Development Plan and Policy 7.4 of the London Plan. The subsequent appeal against the refusal of planning permission was dismissed

13/00228

Demolition of two storey extension and erection of two storey detached dwelling together with associated work to provide off street parking. Planning permission was refused on the grounds that the proposal would have represented an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policy BE1 of the Unitary Development Plan and Policy 7.4 of the London Plan. An appeal against the Council's decision to refuse planning permission was dismissed.

13/03420

Erection of two storey dwelling with garage and additional attached garage to serve 53 Kechill Gardens on land adjacent 53 Kechill Gardens. Permission was refused on the grounds that the proposal would have represented an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policies BE1 and H9 of the Unitary Development Plan and Policy 7.4 of the London Plan. A subsequent appeal against the Council's refusal was dismissed.

14/02617

Planning permission was refused and dismissed on appeal for the erection of an attached two storey 3 bedroom dwelling, with extensions and alterations. The Inspector found that the bulk of the extensions proposed, with the exception of a

single storey garage, would have been very similar to that permitted under ref. 12/02589.

The Inspector reasoned that the bulk of the extension and the subdivision of the front garden need not appear as a cramped overdevelopment. However, the replication of the design of the existing semi-detached pair incorporating a second front door, the extension of a porch canopy over both doors and the replication of the fenestration pattern would cumulatively have resulted in the property as enlarged "appearing as a terrace of three houses". The Inspector felt that this would have been uncharacteristic in the context of the semi-detached form and appearance of the surrounding development.

The Inspector considered that "it may well have been possible to create an imaginatively designed and attractive new dwellings here that would not have resulted in the semi-detached pair as extended having the uncharacteristic appearance of the a terrace block which, in turn, would give rise to an impression of overdevelopment."

15/03041

Planning permission was granted for a part one/two storey side extension.

16/01129

Planning permission was refused for the erection of an attached dwelling on the grounds:

1. *The proposal represents a cramped overdevelopment of the site out of character with adjacent properties harmful to the appearance of the street scene and spacious character of the surrounding area thereby contrary to Policy BE1 and H7 of the Unitary Development Plan and Policies 3.5, 7.4 and 7.6 of The London Plan.*

A subsequent appeal against the Council's refusal of planning permission was allowed, and permission was granted on appeal. The Inspector took into account the physical proportions of the extension granted planning permission under reference 15/03041 and considered that the only significant difference would be a ground floor window in place of a garage door. The Inspector considered the concerns that the proposal would set a precedent for similar forms of development in the area, but emphasised that each case must be considered on its merits, stating that even though the proposal would involve the creation of a separate dwelling/a terrace of three properties "there is no substantive evidence to suggest that this in principle would be harmful to either the character or appearance of the area."

It was noted that the proposed terrace would be similar in appearance to other semi-detached properties in the locality, which were noted to have substantial side extensions, and it was therefore considered that the proposal would not appear out of place in the street scene. Even though the proposal would involve part of the appear site in front of the host and proposed dwellings being given over to parking,

space would remain to the front of the appeal site for a front garden area and the Inspector noted that off-street parking in front of dwellings is a common characteristic of the area.

In reaching the conclusion, the Inspector had regard for the fall-back position of the built development granted planning permission as an extension to the host dwelling. Significant weight was attached to the fact that should the appeal have failed the implementation of built development of the same proportions and siting (albeit as an extension) would have been a genuine fall-back position.

The permission has not, to date, been implemented.

17/00474

A current application has been submitted for minor amendments to the permission granted on appeal to revise the roof line to reflect that of the development granted planning permission at No. 55 along with a single storey rear extension and fenestration amendment. The application has not, to date, been determined.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties. The extent to which the proposal would provide accommodation of a satisfactory level of amenity for prospective occupiers and would provide adequate parking to serve the needs of the existing and proposed development also falls to be considered.

Impact on residential amenity

When planning permission was granted for the extension of the host dwelling to the side (ref. 16/04784) condition 8 of that permission required that the extension be used for purposes incidental to the host dwelling and for no other purpose, with the reason for the condition specifically referring to the interest of the residential amenities of the area.

The current proposal would replicate in terms of height, width and siting the development granted planning permission, but would result in that development being functionally severed from the host dwelling to provide a separate three bedroom house. The proposal would result in the comings and goings associated with the formed dwelling being concentrated along the side of the property, along with all the activities associated with the residential occupancy of the proposed dwelling concentrated into what is at present the generously wide side garden of the host property.

However, in view of the separation provided between the proposed dwelling and the boundary and the broad replication of built form that has already been granted planning permission, it is not considered that the use of the side passage to serve the proposed three bedroom dwelling would in itself have a significantly detrimental impact on the enjoyment of the neighbouring bungalow which is itself well

separated from the boundary and which occupies a position deeper into its site than the proposed dwelling.

In terms of the built form of the proposed dwelling, the outlook from the opposite side of the cul-de-sac would not be significantly different to that which would result if the permissions for side extensions to the host and neighbouring dwellings were to be implemented. The separation between the front elevations of the proposed dwelling and those opposite the site is sufficient to result in no substantial visual impact or loss of amenity to the neighbouring residents.

The extent to which the proposal would have an impact on the privacy of neighbouring dwellings would not be inherently greater than would have been the case with the extensions granted planning permission. While the rear facing first floor windows of the proposed dwelling would afford some potential for looking over the rear portion of the garden at No. 55, towards the rear garden of No. 57, and more distant views towards the rear gardens of dwellings fronting Bourne Vale the views would be oblique and would, in the case of No. 57, result in an impact not substantially greater than would have been the case in respect of the extensions granted planning permission under reference 16/04784. Adequate separation is retained between the proposed dwelling and No. 57 so as to limit the visual impact and impact associated with loss of privacy and noise/disturbance to an acceptable degree.

Residential amenities of prospective occupiers

The internal size of the proposed dwelling would be approx. 105.14m² which would meet the minimum space standards required under Policy 3.5 of the London Plan. The proposal incorporates a rear garden of commensurate depth of those of surrounding residential development and comparable with the garden size of the dwelling granted planning permission on appeal which would be attached to No. 53 Kechill Gardens.

While the garden retained to serve the dwelling at No. 55 would be narrower than is common in the immediate locality, the overall size of the garden is considered acceptable adequate to serve the needs of the retained dwelling and would be of similar proportions to the rear garden provided to serve the retained host dwelling at No. 53 under the recent permission for the provision of an attached dwelling adjacent to that property.

Impact on visual amenity

It is a fundamental principle that each case is considered on its merits, but due to the similarities between the current proposal and that relating to the adjoining semi-detached dwelling and the physical relationship between the buildings it is considered that the planning history of that adjoining site is a material consideration in the assessment of this proposal. As such, the granting of planning permission on appeal for the erection of an attached dwelling to the adjoining semi-detached property provides a strong precedent for this current proposal.

As with the neighbouring site, the main difference between what had been granted planning permission as an extension and what is currently proposed comprises the substitution of a front window for a garage door. The Inspector in that case (No. 53) concluded that the resultant built form of the three terraced dwellings would not have been dissimilar to the built form of other semi-detached dwellings in the vicinity which had each been the subject of substantial side extensions.

It was also concluded that the width of the host and appeal site would have been sufficient to provide parking as well as the provision of a front garden area to soften the appearance of the development, and that the building would retain space to the boundary commensurate with that between other buildings on Kechill Gardens and adequate to avoid a cramped or overdeveloped appearance. The Inspector had particular regard to the conclusions of the previous Inspector in respect of application reference 14/02617 where it was stated "when compared to the extant planning permission to extend the existing dwelling, the subdivision of the plot could...be achieved without the resulting development appearing as an overdevelopment of the site."

It falls to be considered whether the proposed terrace of 4 dwellings which would result if the permission at No. 53 was implemented in tandem with this current application would have a significantly greater impact on the character and visual amenities of the locality than the terrace of 3 dwellings which can be implemented following the granting of planning permission on appeal at No. 53. Taking into account the Inspector's reasoning quoted above, and in view of the limited alterations to the appearance of the host/proposed built form in comparison with the development that has been granted planning permission, it is considered that the subdivision of the plot as proposed is difficult to refuse.

It is noted that the hardstanding in front of the application site and partly in front of the host dwelling has a layout which results in the major proportion of the frontage which would be associated with the proposed dwelling being given over to hardstanding. The area in front of the host dwelling appears to be gravelled and narrower than the hardstanding in front of the dwelling taking into account raised dwarf walls defining a front pathway leading to the host. There is a separate hardstanding of different surface material leading to the existing garage which would be demolished in order to provide space for the proposed dwelling. The plans submitted with the application suggest that the side access for the proposed dwelling can only be achieved through the demolition of that garage which occupies the space proposed to be provided for the pedestrian access to the proposed dwelling.

It is recognised that the proposal would result in frontage car parking for the existing and proposed dwellings, with a total of 4 car parking spaces shown to be provided between the front elevation of the dwelling and the pavement. However, there is sufficient space not only for these parking spaces but also for the provision of front garden areas, and if permission is granted it would be appropriate to require the approval of a landscaping scheme along with details of boundary enclosures to be provided. Such a condition would afford the Council the opportunity to ensure that the appearance of the development could be suitably

softened by landscaping which would result in a balance between parking provision (2 spaces per unit) and the provision of front garden/soft landscaped areas.

Highways

No technical highways objections are raised regarding the proposal.

Other matters

It is acknowledged that planning permission was refused in 1990 for the erection of a detached bungalow at the rear of the application site on grounds relating to the river culvert and the development comprising backland development. It is not considered, in view of the passage of time and the difference between the current proposal and the siting of that previously proposed development that the refusal of planning permission on that occasion represents a strong material consideration in the assessment of this particular proposal.

Representations have referred to the potential that restrictive covenants may prohibit the sub-division of the site to provide an additional dwellinghouse. A covenant would constitute a matter of private property law and does not represent a material planning consideration in the determination of planning applications.

Representations have also referred to the applicant failing to identify a conifer tree which is positioned to the side of the donor dwelling. However it is noted that this tree is not protected by way of TPO and it is positioned where the extension which has been granted planning permission would be sited if that permission was to be implemented. It is not considered that the loss of the tree would have a detrimental impact on visual amenity.

Summary

Having had regard to the above, taking into account the planning history of the site and surroundings including appeal decisions relating to the host and neighbouring property it is considered that the application proposal would not have a significant impact on the visual and residential amenities of the area. Adequate parking would be provided to serve the needs of the development and there are no technical highways objections to the proposal. It is acknowledged that the proposal would result, if the permission granted at No. 53 is implemented, in a terrace of 4 dwellings and that this pattern of development is not consistent with the prevailing pattern of development in the cul-de-sac. However, in view of the limited alterations to the appearance of the building in comparison with the previous permission, and the extent to which the resultant development would appear similar to semi-detached dwellings with side extensions in the locality, it is not considered that this in itself represents strong grounds for refusal of planning permission.

It would be possible by way of planning conditions along the lines of those imposed by the Inspector on the permission at No. 53 to mitigate the visual impact of the proposal in terms of the parking provision to the front of the dwelling(s) and materials to be used for the development.

Background papers referred to during production of this report comprise all correspondence on file ref(s). 90/01145, 15/04204, 15/05501, 16/04784, 12/03353, 13/00228, 13/03420, 14/02617, 15/03041 and 16/01129, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development hereby permitted shall begin not later than 3 years from the date of this decision.**

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

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

Reason: In the interest of the residential and visual amenities of the area and to comply with Policies BE1 and H7 of the Unitary Development Plan.

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

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

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

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

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

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

6 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the northern elevations of the dwelling hereby permitted, without the prior approval in writing of the Local Planning Authority.

Reason: In the interest of the residential amenities of the area and to accord with Policies H7 and BE1 of the Unitary Development Plan.

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

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

8 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. A clearly labelled drainage plan should be submitted showing pipe networks and any attenuation soakaways where infiltration forms part of the storm water system such as soakaways, soakage test results and test locations should also be submitted in accordance with BRE digest 365 and calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.

Reason: To secure a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan and Draft Local Plan Policy 116.

You are further informed that :

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

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

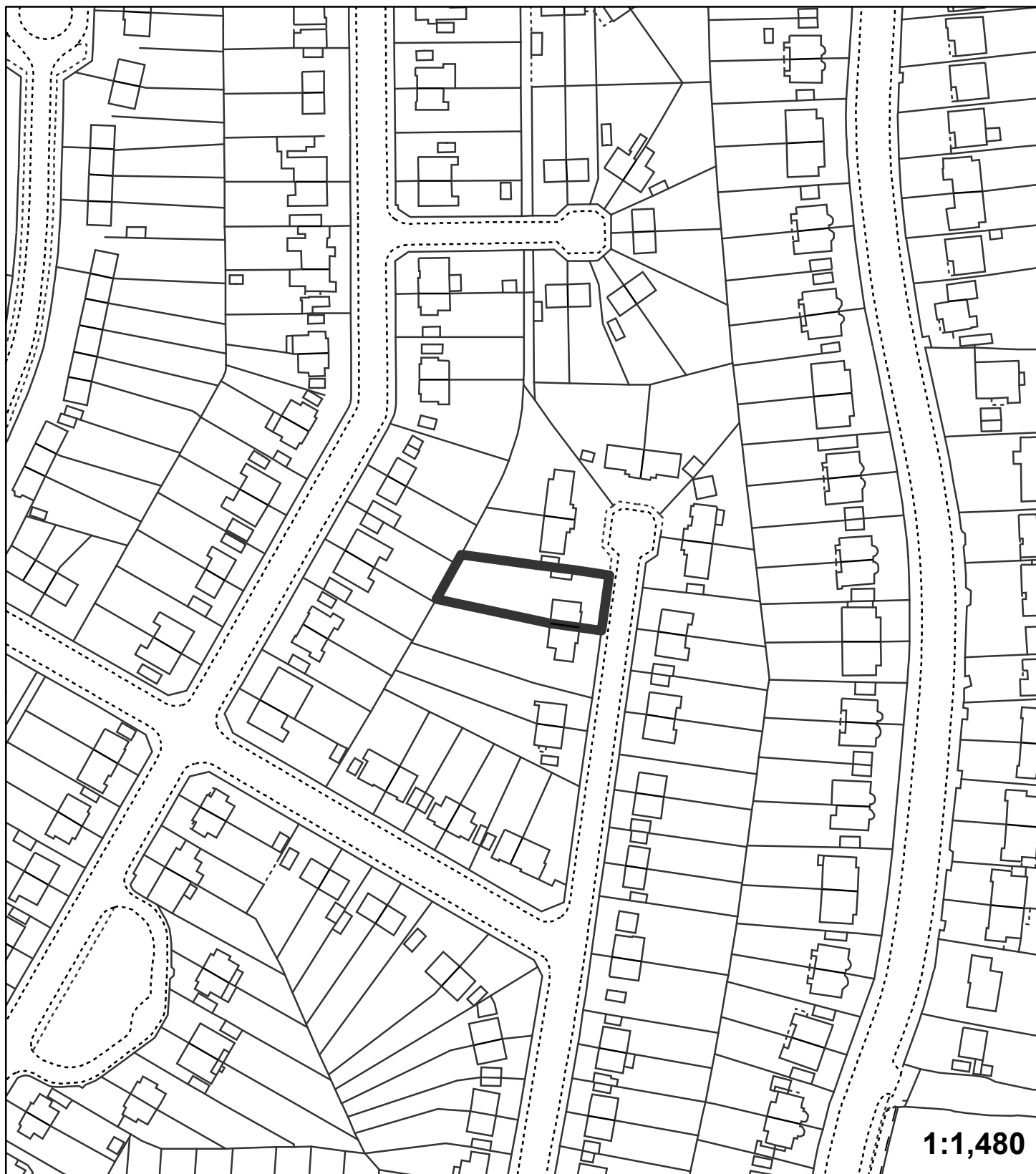
of the Community Infrastructure Levy Regulations (2010). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

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

Application:17/00382/FULL1

Address: 55 Kechill Gardens Hayes Bromley BR2 7NB

Proposal: Proposed 2 storey three bedroom end of terrace dwellinghouse (attached to No. 55)



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

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SECTION '2' – Applications meriting special consideration

Application No : 17/00555/FULL1

Ward:
Chislehurst

Address : 18 Greatwood, Chislehurst BR7 5HU

OS Grid Ref: E: 543064 N: 170426

Applicant : Mr & Mrs A C Bow

Objections : YES

Description of Development:

Demolition of single storey side extension and erection of a three storey three bedroom end of terrace house with associated vehicle access, parking spaces, landscaping and single storey rear extension to No. 18

Key designations:

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

Proposal

It is proposed to construct an end of terrace, three storey townhouse on the land to the north of No. 18 Greatwood. The new house will have three bedrooms and a residential curtilage to the rear and side of the house. The proposal includes an integral garage and a single storey rear extension to No. 18. The existing single storey side extension at No. 18 will be replaced by the proposed new dwelling.

New hedging will be provided to the flank boundary of the site, including a gate to provide access to the rear of No. 18.

Location

The application site is occupied by a two storey end of terrace dwelling located on the western side of Greatwood, which forms part of the Chislehurst Conservation Area. The dwellings on Greatwood are all locally listed buildings. The land in question to the north of No. 18 contains a group of trees which are subject to a Tree Preservation Order (TPO).

Consultations

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

- Loss of light and overshadowing to properties on Yester Road.
- Design and Access Statement cannot be viewed online

- Excessive overdevelopment of the site
- Harmful impact on the character of the Greatwood Estate and wider Conservation Area
- Impact on the character of the Locally Listed Building and unavailability of suitable matching materials for the period property.
- Impact on traffic, parking and highway safety. Garage proposed is too small for a car and there is inadequate car parking on Greatwood.
- Impact on existing trees and future impact on trees
- Poor design and flank elevation lacking in detail
- Construction issues are likely and a construction method statement is required
- Inadequate drainage provided for the new dwelling
- Proposed rear access may present a crime risk and would lead to overlooking and loss of privacy to properties on Yester Road.

Consultations

Highways - no objections raised subject to conditions

Tree Officer - no objections raised subject to conditions.

Drainage - no objections raised subject to a standard condition.

The Advisory Panel for Conservation areas (APCA) - no objections raised.

20th Century Society - no comments made.

Planning Considerations

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

- BE1 Design of New Development
- BE10 Locally Listed Buildings
- BE11 Conservation Areas
- BE13 Trees in Conservation Areas
- NE7 Development and Trees
- H1 Housing Supply
- H7 Housing Density & Design
- H9 Side Space
- T3 Parking
- T11 New Accesses
- T18 Road Safety

Full copies of these policies can be found on the Council's website.

The most relevant London Plan policies are as follows:

- 3.3 Increasing Housing Supply.
- 3.4 Optimising Housing Potential

- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 5.1 Climate Change Mitigation
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture

The National Planning Policy Framework (NPPF)

The Mayor's Housing Supplementary Planning Guidance (March 2016)

DCLG Technical Housing Standards (March 2015)

Emerging Bromley Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

- Draft Policy 1 - Housing Supply
- Draft Policy 4 - Housing Design
- Draft Policy 8 - Side Space
- Draft Policy 30 - Parking
- Draft Policy 31 - Relieving Congestion
- Draft Policy 32 - Road Safety
- Draft Policy 33 - Access for All
- Draft Policy 37 - General Design of Development
- Draft Policy 39 - Locally Listed Buildings
- Draft Policy 41 - Conservation Areas
- Draft Policy 43 - Trees in Conservation Areas
- Draft Policy 73 - Development and Trees
- Draft Policy 77 - Landscape Quality and Character
- Draft Policy 112 - Planning For Sustainable Waste Management
- Draft Policy 113 - Waste Management in New Development
- Draft Policy 115 - Reducing Flood Risk
- Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
- Draft Policy 117- Water and Wastewater Infrastructure Capacity
- Draft Policy 119 - Noise Pollution
- Draft Policy 120 - Air Quality
- Draft Policy 122 - Light Pollution
- Draft Policy 123 - Sustainable Design and Construction

Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

Planning History

Planning permission was granted under ref. 87/00806 for a single storey rear extension.

Under ref. 16/00366, a planning application for demolition of existing single storey side extension, construction of single storey rear extension with balcony above, and erection of 3 terraced three storey 3 bedroom dwellings with integral garages and rear balcony to Plot 19, and new retaining wall was submitted. This application was withdrawn during the application process.

Conclusions

The main issues in this case are the impact of the proposal on the character and appearance of the Chislehurst Conservation Area, the impact on the amenities of neighbouring residents, the impact on highway safety, the standard of accommodation provided for future occupants and the impact on protected trees.

Principle of Development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing Housing Supply, Policy 3.4 Optimising Housing Potential and Policy 3.8 Housing Choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

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

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

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise

as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

The site is surrounded by residential dwellings. The site is currently developed for a less dense residential use with a single residential house on a large plot. Therefore, in this location the Council will consider a higher density residential development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of a new residential house on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Impact on the Chislehurst Conservation Area and Locally Listed Building

Policy BE10 of the Unitary Development Plan requires that a proposal 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. This is reflected in emerging Local Plan Policy 39.

Policy BE11 of the Unitary Development Plan requires development within Conservation areas to preserve and enhance the character and appearance of the Conservation Area by respecting or complementing the layout, scale, form and materials of existing buildings and spaces. Development should respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area and ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area. This is reflected in emerging Local Plan Policy 41.

The proposal would reflect the character and appearance of the dwellings on Greatwood by echoing the appearance of the existing houses on Greatwood. The result would be a house that does not conflict with the established character of the Conservation Area and would be considered acceptable in this location subject to suitable materials. The proposed staggering of the building line is also considered to be reflective of the surrounding development. Under the previous application which was withdrawn, no objections were raised from the Advisory Panel for Conservation Areas (APCA) and the Conservation Area has indicated that the current design would be suitable for the site, preserving the character of the Conservation Area. The proposal would also reflect and respect the character of the group of Locally Listed Buildings and no objection is raised from a conservation point of view.

Amount and Standard of Residential Accommodation

Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments, and in this instance, the proposal represents a density of 41 dwellings per hectare with the table giving a suggested level of between 35-55 dwellings per hectare in an urban area with a 0 PTAL location. The proposals would therefore result in an intensity of use of the site that would be within the thresholds in the London Plan. However, the proposals need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

The proposals comprise 1 three bedroom dwelling. The Technical Housing Standards suggests that the minimum size of a three bedroom five person three storey dwelling should be 99sq.m. The proposal would provide a suitable area of private outdoor amenity space for a family unit, with a side and rear garden area proposed.

Impact on Neighbouring Properties

Policy BE1 also seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by loss of outlook or overshadowing. This policy is consistent with Draft Policy 37 of the Draft Local Plan.

The proposed dwelling will be sited a suitable distance from neighbouring dwellings so as to avoid loss of amenity either through visual impact or loss of light. The nearest property at No. 1 is orientated so that no flank windows would be affected by the proposed development. To the rear of the site, No. 40 Yester Road is sited 25m from the rear elevation of the proposed dwelling and this separation is considered acceptable. Overlooking can be avoided by the imposition of a landscaping condition in order for further boundary screening to be provided. A boundary details condition can also be imposed to ensure no overlooking from the higher land level into neighbouring gardens.

The proposed rear extension to No. 18 would not project beyond the rear wall of No. 17 and therefore there would be no significant additional impact on the amenities of this property over and above that created by the existing rear balcony.

Impact on Parking and Highway Safety

Under the previous planning application, highways engineers raised concerns that the provision of three new dwellings would lead to additional parking stress on Greatwood, given the low PTAL rating and the likely car ownership of future occupants. The current proposal for a single dwelling would substantially reduce the additional traffic generated at the site and includes an off-street car parking space.

The Council's Highways Engineer has stated that the car parking area to the side of the proposed house, including space for 2 cars, provides dimensions of at least

6m x 2.6. The provision of 2 spaces is considered suitable in light of the PTAL rating of the site. The proposal is accompanied by a Construction Management Plan which addresses the construction methods required for the build, however further details will be required by way of a condition. On balance, the proposal is considered to be acceptable subject to conditions.

Impact on Trees

The Council's Tree Officer has commented that as the proposal intends to retain trees at the site, and the submitted Arboricultural Report satisfactorily addresses the above and below ground constraints presented by the construction of the development. The supporting information includes the required specialised construction techniques, including a tree root protection plan and proposed mitigation measures. No objections are therefore raised subject to appropriate conditions relating to landscaping and compliance with the submitted Arboricultural Method Statement.

Summary

In conclusion, it is considered that the proposal would provide a suitable standard of accommodation for future occupants and would preserve the character and appearance of the Conservation Area. The proposal would not impact detrimentally on the amenities of neighbouring properties and would not result in a detrimental impact on highway safety or protected trees.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

- 3** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

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

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

- 5** The surface water drainage system indicated on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory implementation of the surface water drainage proposals

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

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

- 7** Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

- 8** The gradient of the parking spaces shall not exceed 1 in 10 at any point.

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

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

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

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

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

- 11 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.

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

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

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

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

- 14 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4 (2) 'accessible and adaptable dwellings' and shall be permanently retained 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.

- 15 The development shall be implemented in accordance with the Arboricultural Method Statement approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed.

Reason: To maintain the visual amenity of the area. (Policy NE7 of the Bromley Unitary Development Plan (adopted July 2006).

You are further informed that :

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

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

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

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

- 3 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.

- 4 The condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant is advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Greatwood is laid out.

Application:17/00555/FULL1

Address: 18 Greatwood Chislehurst BR7 5HU

Proposal: Demolition of single storey side extension and erection of a three storey three bedroom end of terrace house with associated vehicle access, parking spaces, landscaping and single storey rear extension to No. 18



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

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

Application No : 16/05699/FULL1

Ward:
Copers Cope

Address : Methodist Church, Bromley Road,
Beckenham BR3 5JE

OS Grid Ref: E: 537560 N: 169514

Applicant : Barbara Calvert

Objections : YES

Description of Development:

Demolition of existing single storey scout huts and erection of part one/two storey front/side extension.

Key designations:

Locally Listed Building
Conservation Area: Beckenham Town Centre
Areas of Archaeological Significance
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 12

Proposal

It is proposed to erect an extension to the western flank elevation of the building, between the main flank elevation and the boundary with the neighbouring property.

The extension would provide joint access to the main church building and/or the associated facilities. It is proposed within the space to provide an enlarged café including a parent and toddler area and an enlarged kitchen. Within the main worship space it is proposed to replace the existing pews with moveable seating. A crèche will be provided at the rear of the main worship space and the WC facilities enlarged and refurbished. A first floor element accessed via a new staircase would provide an administrative office.

The existing scout hut which lies adjacent to the boundary would be demolished as would the toilets.

The proposed extension would infill the resultant space between the flank elevation of the church and the boundary of the site with the adjacent access way. The submitted drawings show that the part of the proposed front elevation of the extension immediately adjacent to the boundary would project in front the main existing church elevation towards Bromley Road, with the part of the extension immediately adjoining the host building being slightly set back from the main front elevation.

To the rear, the extension would be set over two storeys, with a double side gable to reflect the existing built form, with the extension set above the large side stained glass windows. The first floor element would incorporate a mezzanine tied to the proposed flank elevation, set away from the stained glass windows, with a void below.

The extension would be of contemporary design. The two storey element at the rear would be faced to the flank in stone and includes a multi-pitched slate roof with inset large roof lights. This element of the extension would be set back from the main front elevation of the church by approx. 12m. The flank elevation of the extension would lie immediately adjacent to the boundary of the unusually shaped site with the vehicular access and manoeuvring space associated with Nos. 14 and 16 Bromley Road and would be finished in stone with tall narrow windows.

Internally, a void area would be retained adjacent to the existing flank elevation which incorporates two large stained glass windows. The narrow windows on the external flank elevation of the extension would align with these retained windows. A mezzanine first floor/gallery with a partly glass floor would provide office space associated with the church.

A single storey extension is proposed to be sited in front of the two storey element and would project forward of the main existing front elevation by 2.2m. This part of the extension would be set predominantly under a flat roof with large projecting roof slights regularly spaced along its depth. However, where the extension would address the existing stained glass windows towards the front of the side elevation, the extension would incorporate a glazed pitched roof to afford views of the upper half of the glazed windows in the context of the built development proposed.

Location

The application site lies on the southern side of Bromley Road, Beckenham and comprises a locally listed church lying within grounds on the corner of Bevington and Bromley Roads. Opposite the site is Knoll Lodge, another locally listed building.

The site lies within the Beckenham Town Centre Conservation Area.

The church is comprised of a number of different buildings, with the main focus being the original 1880's ragstone church. To the rear of the main church building (fronting Bevington Road) is a large ragstone church hall. To the west is an open access area which separates the western elevation of the church from a single storey long and narrow scout shed which lies on the boundary. A two storey ragstone flat roofed building links the church with a 1990's brick extension with brick decorative architrave which is located to the southwest of the site and which faces onto an open parking and access area associated with Nos. 14 and 16 Bromley Road.

The site as existing is L-shaped with a large proportion of the site covered by buildings and hard surfaces. Part of the site extends between the frontage sites

facing Bromley Road and the rear gardens of dwellings fronting Manor Road and this part of the site is almost entirely filled by a two storey building which faces onto a rear accessway serving buildings at 14 and 16 Bromley Road. The main church building sits upon the corner site with the principal elevation facing Bromley Road.

The proposed extension would infill the space between the western elevation of the main church building, the link ragstone building and the western boundary, removing the existing single storey scout hut.

Consultations

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

- Neutral position, raising concerns regarding the potential that the proposal would result in an increase in traffic and congestion, along with concern that the building of the extension could have a disruptive impact on local residents

Technical comments

Highways

From a technical highways perspective additional information was requested to clarify the intended use of the extensions, particularly regarding the crèche and enlarged café area alongside the proposed administration office.

In response the applicant stated that the proposed café would be an enlargement of the existing café area to primarily accommodate the existing church congregation. Whilst it is planned to invite passers-by in it is not foreseen that the café itself would be a destination generating additional traffic and parking demand. No new staff would be employed to run either the café or the kitchen. The applicant clarified that the proposed crèche would provide suitable children's facilities for members of the congregation during services and would not be a separate commercial venture by the church. No new staff will be employed. It was stated that the proposed office would improve the existing office facilities which are currently located in a windowless room on the ground floor. It is proposed for the church to employ one additional part-time office administrator to operate from the new office, which would be ancillary to the church operation.

On the basis of the information provided by the applicant, no technical highways objections are raised to the proposal.

Advisory Panel for Conservation Areas

No objections are raised

Conservation Officer

From a conservation perspective the design of the proposed extension is well considered and would be sensitive to both the locally listed building and the conservation area.

Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan in relation to the policies in the NPPF, the greater the weight that may be given).

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closes on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

London Plan Policies

- Policy 3.16 Protection and enhancement of social infrastructure
Policy 7.1 Lifetime neighbourhoods

Policy 7.2	An inclusive environment
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology

Unitary Development Plan

BE1	Design of new development
BE10	Locally listed buildings
BE11	Conservation Areas
C1	Community facilities
T3	Parking
T7	Cyclists
T18	Road safety
H9	Side space

Emerging Local Plan

Policy 37	General Design of Development
Policy 39	Locally Listed Buildings
Policy 41	Conservation Areas
Policy 20	Community Facilities
Policy 30	Parking
Policy 32	Road Safety
Policy 8	Side space

Supplementary Planning Guidance

Supplementary Planning Guidance for the Beckenham Town Centre Conservation Area is of relevance to the proposal, as is SPG1 - General Design Principles.

Planning History

Planning permission was granted under reference 14/01814 for the change of use of the existing car garage and repair workshop to church use (Class D1).

Planning permission was granted under reference 12/00214 for alterations to the church frontage to provide disabled parking space, turning area with new vehicle crossover and pedestrian entrance from Bevington Road with new planting and a boundary fence.

Under reference 94/00466 planning permission was granted for a single storey side extension and the formation of 2 pedestrian accesses.

Conclusions

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

- Impact of the proposal on visual amenities of the area in general

- Impact of the proposal on the appearance, special interest, setting and character of the host locally listed building
- Impact of the proposal on the character and appearance of the Beckenham Town Centre conservation area
- Impact of the proposal on residential amenities of neighbouring properties.

There are no technical highways objections to the proposed development, subject to the use of a condition relating to construction management should planning permission be granted.

Impact of the proposal on the visual amenities of the area in general

The main bulk of the extension would be sited towards the rear of the flank elevation of the host building, in a secluded position. That part of the proposed structure which would most visible from Bromley Road and from the neighbouring site would be single storey. While the proposal would result in the loss of existing planting/vegetation along the boundary, the site itself is set at a slightly lower level to the neighbouring driveway which reduces the visual impact of the proposal and the proposed single storey element would incorporate a green roof with a reasonably low profile.

The extension would be visible in the street scene but the street scene elevation and 3D visualisations submitted with the application demonstrate that the main visual emphasis of the site and the adjacent street would be the imposing façade and tower of the church to which the extension would be attached.

Impact of the proposal on the host locally listed building

The proposed extension would be sited on the secluded side of the main church building, and would be of an appreciably more modest scale than the host building. It would however result in the partial obscuring of the stained glass windows at the side and this impact falls to be carefully considered in terms of the building's special interest.

At present the side stained glass windows are largely obscured by the vegetation at the side of the site and by way of their siting in relation to the scout hut and the boundary of the site, along with the setting of the building at a lower level than the adjacent street. Taking into account the extent to which the side stained glass windows are already difficult to see from the public realm and the extent to which the design of the extension includes features to protect the windows and to allow views of them from outside the building, it is considered that the proposal would have an acceptable impact on the appearance of the host building.

It is considered that the proposed extension would not harm the setting and special interest of the host building.

Impact of the proposal on the character and appearance of the Beckenham Town Conservation Area

The proposed scheme has been designed to provide extensions to the host church which would be sympathetic to and which would complement the appearance of the host building. It is noted that the single storey side element would project slightly to the front of the existing main front elevation. However, the orientation and position of the host building in relation to the elevated footpath adjacent and the frontage of the buildings to the north west of the application site limits the visual impact of this element to a satisfactory extent. The design and materials used in the proposed development are considered to complement the prevailing pattern of development in the conservation area, and the proposals are appreciably subservient in position and scale to the host locally listed church.

Taking the above into account it is considered that the proposal would preserve the character and appearance of the conservation area. If permission is granted it would be appropriate to impose a condition requiring the submission and approval of details of all external materials, in view of the building's local listing and position within a conservation area.

Impact of the proposal on the residential amenities of neighbouring properties

It is noted that concern has been expressed that the erection of the extensions could have a disruptive impact on local residents, along with increasing traffic and congestion. There are residential flats above the properties in Bromley Road to the north west of the application site dwellings fronting Bromley Road to the east. The site is bounded to the south by the rear residential gardens of dwellings fronting Manor Road and opposite the site is a dwelling at Knoll Lodge.

In view of the siting of the extensions in relation to neighbouring residential properties it is not considered that the proposal would have a significant impact on the amenities of those properties nearest the application site in terms of daylight, sunlight, outlook, privacy and noise and disturbance.

While the construction of the extensions may result in some noise and disturbance, this is the case for most construction projects and is not in itself a material planning consideration in the determination of this application. The proposal would provide improved/enlarged accommodation for the host church but in the context of the existing and potential use of the site and the extent to which the proposal incorporates existing functions within the enlarged and remodelled building it is not considered that an intensification of the use of the site would be unneighbourly.

The proposal would result in the loss of existing hedges at the front of the application site, facing Bromley Road. However, if permission is granted a condition requiring the submission of a detailed landscaping scheme would be appropriate, and adequate space would be retained to the front of the building to provide softening landscaping within the application site.

Summary

The proposals would not have a detrimental impact on the special interest of the host locally listed church and would preserve the character and appearance of the conservation area. The siting and scale of the extensions in relation to residential properties would result in no significant loss of residential amenity, and the use of the extensions would relate to the existing use of the church, providing enhanced facilities rather than resulting in an undue intensification of the use of the site.

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

as amended by documents received on 10.02.2017 10.03.2017

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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

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

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

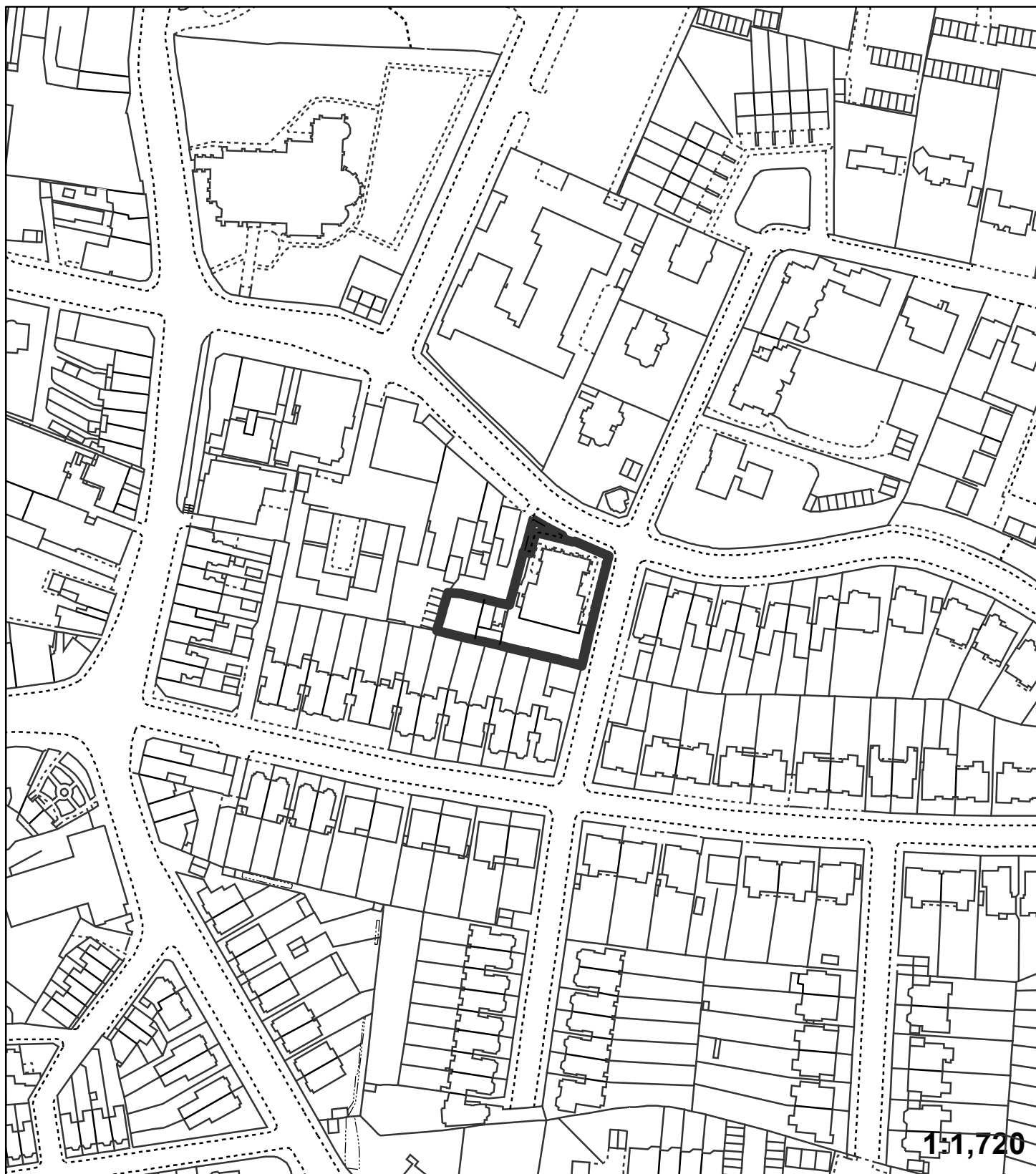
Reason: In the interest of the visual and residential amenities of the area and to accord with Policies BE1, BE10 and BE11 of the Unitary Development Plan.

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Application:16/05699/FULL1

Address: Methodist Church Bromley Road Beckenham BR3 5JE

Proposal: Demolition of existing single storey scout huts and erection of part one/two storey front/side extension.



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

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

Application No : 16/05857/FULL1

Ward:
Bickley

Address : 17 Park Farm Road, Bromley BR1 2PE

OS Grid Ref: E: 541933 N: 169536

Applicant : Mr Steve Homans

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of a two storey 6 bedroom dwelling with accommodation in the roofspace

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

The site is located on the southern side of Park Farm Road, on the junction with Hill Brow. The site currently hosts a large, detached two storey dwelling with single storey side extension and garage. The site is considered substantial in size, with off street parking provision for several vehicles within the front amenity space. The topography of the site is relatively flat, however the property at number 19 is sited at a lower land level than the host dwelling.

It is proposed to replace the existing dwelling with a two storey dwelling with roofspace accommodation providing 6 bedrooms facilitated by dormer windows. The dwelling measures 19.7m in depth (21.3m previously proposed), 18.0m in width (16.9m previously) and 9.0m in height (9.4m previously). The dwelling is proposed with a hipped and gabled roof profile with a front projecting flat roofed single storey element (previously proposed to be hip roofed). The dwelling provides 2.8m separation between the proposed flank elevation and the property at No. 19 and 5m between the flank boundary adjoining Hill Brow.

Location

The site is located on the corner of Park Farm Road and Hill Brow and comprises a detached two storey house. The area is characterised by similar large detached homes sited within generous plots.

There are no particular planning constraints at the site, and the site does not fall within a Conservation Area and has no protected trees.

Comments from Local Residents

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

The Sundridge Residents' Association has objected on the grounds that the proposal would be out of character and excessive in height on this prominent corner site. The proposal would project in front of the building line at upper floor level.

Consultations

Highways - No Objections given the space available for parking. Standard conditions are recommended.

Environmental Health (Housing) - it is noted that some rooms, including the basement, will not be provided with adequate natural light and ventilation, therefore they should not be used as habitable rooms.

Drainage - no objections subject to a standard condition.

Planning Considerations

National Planning Policy Framework, 2012

Chapter 4 Promoting Sustainable Transport
Chapter 6 Delivering a Wide Choice of High Quality Homes
Chapter 7 Requiring Good Design

The most relevant London Plan policies are as follows:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
5.1 Climate Change
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.13 Sustainable Drainage
6.9 Cycling
6.13 Parking
7.2 An inclusive Environment
7.3 Designing out Crime
7.4 Local Character
7.6 Architecture
7.15 Noise
8.3 Community Infrastructure Levy

London Housing Supplementary Planning Guidance

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

BE1 Design of New Development
H7 Housing Density and Design
H9 Side Space
T18 Road Safety
H1 Housing Supply
T3 Parking

SPG1 – General Design Principles
SPG2 – Residential Design Guidance

Emerging Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing Supply
Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 37 - General Design of Development
Draft Policy 49 - The Green Belt
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 113 - Waste Management in New Development
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 123 - Sustainable Design and Construction

Planning History

There is a considerable planning history with regard to this site, of which the most pertinent applications include:

07/03545/FULL1 - Demolition of existing dwelling and erection of 2 storey 6-bedroom dwelling with accommodation in roof space and integral double garage - Refused

Reasons for refusal: The proposed development, constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

08/00469/FULL1 - Demolition of existing dwelling and construction of two storey six bedroom dwelling with accommodation in roof space and integral double garage - Refused

Reasons for refusal: The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

16/00550/FULL1 - Proposed demolition of existing dwelling and the construction of a two storey, 6 bedroom dwelling with accommodation within the roofspace.

Reasons for refusal: The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

The development is considered to cause an unacceptable impact upon the neighbouring residential amenity in terms of outlook, prospect and loss of light by virtue of the extent of the rear projection and increased height of the dwelling contrary to Policy BE1 of the Unitary Development Plan.

Conclusions

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

- Design and Layout
- Standard of Residential Accommodation
- Highways and Traffic Issues
- Impact on Adjoining Properties

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

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area and the impact of the proposal upon the amenities of neighbouring residential properties.

Design and Layout

There is a history of replacement and new dwellings on Park Farm Road and the adjoining Hill Brow, (Nos. 15A Park Farm Avenue, 60 Hill Brow, 64A Hill Brow etc). Due to the property being sited within a residential area where the prominent housing type is large detached properties within substantial plots, it is considered that the principle of demolishing the existing property and replacing it is acceptable. There are a variety of architectural types within the locality, inclusive of large, modern dwellings and as such the new dwelling is not considered out of character in terms of principle within the surrounding street scene.

Application ref. 16/00550 was refused on the basis of the scale of the development and the prominence of the siting of the building, which projected in advance of No. 19. In response to this, the proposed single storey front section of the house has been set back to be behind the building line of No. 17. The previously proposed hipped roof has also been replaced with a flat roof. The set back and reduction in height and bulk is considered to be much more sympathetic to the character of the street scene.

The overall reduction in footprint and bulk is considered to address the issue of overdevelopment of the site. In addition, the previous scheme was refused on the basis of the increase in height on the prominent corner site. The proposal was also considered to interrupt the spacious corner site. Whilst the proposed retained side space matches that of the previous scheme (5m), the proposal seeks to address the issue of bulk and prominence by lowering the ground floor level so that the overall height of the building will be 0.66m lower than the previously proposed scheme. The result of this alteration is that the building will appear less prominently on the corner site and will not exceed the height of neighbouring buildings, which gently follow the topography of the land. The retention of the tree line on the flank boundary adjoining Hill Brow will also soften the appearance of the building on the corner plot, and a landscaping scheme can be conditioned in order to retain these trees and soft landscaping.

Given the above, it is considered that the proposed dwelling has overcome the previous reasons for refusal and the proposed development would respect the character and visual amenities of the area without overdeveloping the site.

Impact on Neighbouring Amenity

Under application ref.16/00550, the proposed dwelling extended 5m to the rear of No. 19 at single storey level, 2.9m from the common side boundary and 7m at two storey level 4.4m from the boundary. The current scheme has been altered to remove a section of the single storey rear projection closest to the boundary, whilst retaining the two storey rear projection of 7m. The removal of the single storey section does alleviate the impact on No. 19 to a degree and the building has been designed to be sunken into the ground by 0.66m. Whilst the height of the building will exceed the existing building height, the lowered slab level result in a perceived overall increase of approximately 0.5m above the existing maximum roof height. This reduction in height from the point of view of No. 19 also improves the relationship and also removes the existing two storey development that is in close

proximity to the flank boundary. It is therefore considered that the impact on No. 19 is acceptable on balance.

With regard to overlooking, no flank windows are proposed facing No. 19 other than a second floor rooflight. It is therefore considered that the development would not result in a loss of privacy or overlooking of neighbouring dwellings.

Standard of Residential Accommodation

Policy 3.3 of the London Plan (2015) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light and comply with the internal room space requirements within London Plan Policy 3.3.

In terms of amenity space the rear garden is of sufficient depth and proportion to provide a usable space for the purposes of a five bedroom dwelling house.

No objections are raised in terms of highways by virtue of the retention of sufficient parking within the front amenity area.

Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the area and would not be detrimental to the amenities of adjoining neighbours. No impact on highway safety would result and the standard of accommodation provided for future occupants would be suitable

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be**

implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

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

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

- 4** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

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

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

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

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

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

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

Reason: In order to comply with Policy 5.13 of the London Plan and in order to ensure the satisfactory drainage of the site.

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

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

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

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

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

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

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

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

- 10 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained 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.

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

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

You are further informed that :

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- 2 You are advised that this application is 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.

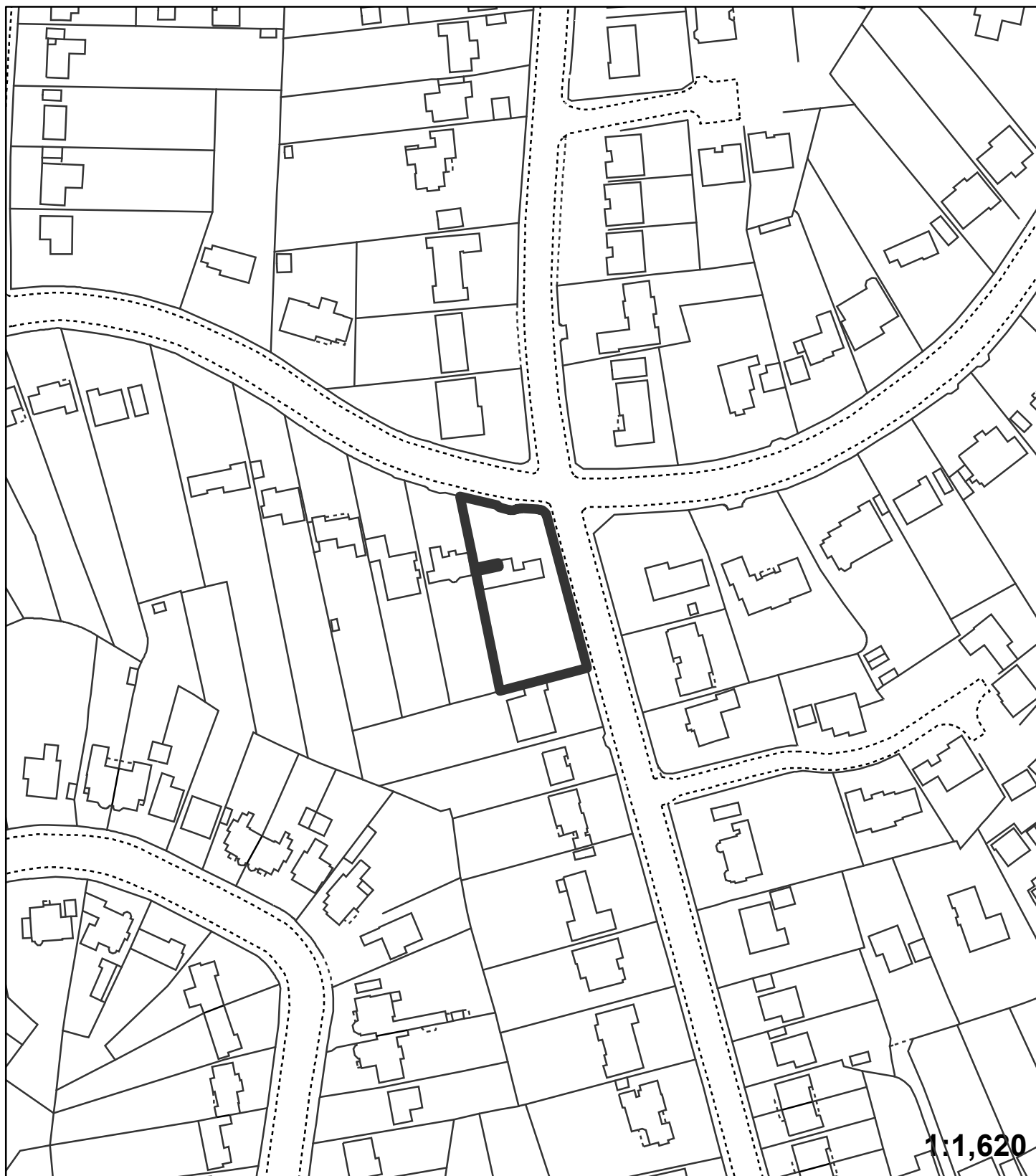
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

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Application:16/05857/FULL1

Address: 17 Park Farm Road Bromley BR1 2PE

Proposal: Demolition of existing dwelling and erection of a two storey 6 bedroom dwelling with accommodation in the roofspace



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

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

Application No : 16/05859/FULL1

Ward:
Bickley

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

OS Grid Ref: E: 542127 N: 168584

Applicant : Ten Levels Ltd

Objections : YES

Description of Development:

Subdivision of four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling, and elevational alterations.

Key designations:

Smoke Control Multiple

Proposal

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

Permission is sought for the subdivision of the existing four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling. The proposed elevational alterations include

Consultations

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

- Additional parking pressures in an already congested area
- Every house has 1 parking bay, as does no.47 (not two)
- Parking on the slope blocks emergency vehicles and will restrict sightlines further
- The existing garage has been converted into an industrial kitchen
- The information given in the parking survey is not accurate.
- There is a shortage of larger homes in the borough and by dividing the property it would deny usage by a live in carer or as a granny annexe
- The drive access between the site and rear of Clarence Road is private property and, if permitted, should not be used during the construction period

Comments were received from the Councils Highways Officer which can be summarised as follows:

- The site has a PTAL rating of 2 and so some car ownership can be expected to be associated with occupiers of the proposed dwellings.
- The proposals could slightly increase the likelihood of car ownership being associated with the application site.
- However, there was no objection to the previous proposal because a parking stress survey showed spare on-street capacity.
- No objection to the proposal from the highway point of view.
- Recommend conditions regarding the provision of refuse and bicycle parking.

Planning Considerations

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

BE1 Design of New Development
 H1 Housing Supply
 H7 Housing Density and Design
 H11 Residential Conversions
 T3 Parking
 T7 Cyclists
 T18 Road Safety

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 Housing Supply
 Draft Policy 4 Housing Design
 Draft Policy 9 Residential Conversions
 Draft Policy 30 Parking
 Draft Policy 32 Road Safety
 Draft Policy 37 General Design of Development

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

London Plan (March 2015)

Policy 3.3 Increasing Housing Supply.
 Policy 3.4 Optimising Housing Potential
 Policy 3.5 Quality and design of housing developments
 Policy 3.8 Housing choice
 Policy 5.18 Construction, excavation and demolition waste
 Policy 6.9 Cycling
 Policy 6.13 Parking

Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

The site has been subject to the previous planning application:

- 19/81/1409 - Two storey side extension - Permitted 02.07.81
- 15/04113/RECON - Removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings - Refused 23.02.2016 (Allowed on appeal 07.10.2016)

Conclusions

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

- Design
- Standard of Residential Accommodation
- Highways and Traffic Issues
- Impact on Adjoining Properties

The site has been subject to a recent planning application, allowed on appeal (ref APP/G5180/W/16/3152651), for the removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings. The Appeal Inspectorate stated that the subdivision of a single dwelling house into two would be an act of development which requires full planning permission, irrespective of whether or not the condition is retained. It was considered that the condition was both unnecessary and unreasonable and is not required to ensure that the dwelling remains occupied as a single dwelling house.

This current application seeks permission for the subdivision into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling. Elevational alterations include removing the window in the front elevation and inserting a door to provide a separate entrance to the new dwelling.

Principle of Development

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

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

Policy 3.4 of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site is currently in residential use and is located adjacent to residential dwellings. the site is an end of terrace dwelling which has been subject to a two storey side extension under planning ref: 19/81/1409.the existing plot is 11.5m wide.

In this location the Council will consider residential development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Design, Siting and Layout.

The proposal includes removing the existing window in the front elevation and inserting a door to provide a separate entrance to the new dwelling. No extensions or other external alterations are proposed. With regards to plot size, the two storey extension is of a similar width and depth as the main dwelling. Furthermore, it already appears to be a separate unit when viewed from the street due to the difference in height and materials.

On balance, the proposed elevational alterations are not considered to result in a detrimental impact on the character of the surrounding area.

Residential Amenity and Standard of Residential Accommodation

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

Policy H11 of the Unitary Development Plan refers to the conversion of a single dwelling into two or more residential units. It requires that the subdivision must result in adequate accommodation and a satisfactory living environment for the intended occupants. Furthermore the proposal must not impact on the amenities of neighbouring properties, levels of parking or lead to a shortage of medium or small sized family units.

The floor space size of the donor house will be approximately 115m² and will provide 3 bedrooms. Table 3.3 of the London Plan requires a Gross Internal Area of 90m² for a 3 bedroom 4 person dwelling house. On this basis, the floor space of the donor property is acceptable. Furthermore, this unit is returning to the original floor space, as prior to the extension.

The proposed new dwelling will have an internal area of 71m². Table 3.3 of the London Plan requires a Gross Internal Area of 79m² for a 2 bedroom 4 person dwelling house. There would be a slight shortfall for this unit, however, due to the spilt of the building, the over provision of the donor unit, its current use and the amenity provision, this would appear to be acceptable. In addition, the existing garden would be split with the resulting plot sizes considered acceptable to provide amenity space for both dwellings.

Highways

The site has a PTAL rating of 2, which is low, and so some car ownership can be expected to be associated with occupiers of the proposed dwellings. The application indicates that the donor property will have 2 parking spaces; one in the form of the existing garage and one on-street parking space within the cul-de-sac. It is proposed that the new dwelling will be car-free. Nonetheless, a parking survey was submitted with the application which indicated that there is sufficient on-street parking available. As such, no objection is raised from the Councils Highways Officer.

Cycle parking is generally required to be 1:1 for residential development and all new developments shall have adequate facilities for refuse and recycling. It is therefore considered appropriate to attach a condition to any permission to ensure adequate cycling, refuse and recycling facilities are provided.

Impact on Adjoining Properties

The elevational alterations are minimal and are not considered to impact on the amenities of neighbouring properties by way of loss of light, outlook or visual amenity.

With regards to plot size, the two storey extension is of a similar width and depth as the main dwelling. Furthermore, it already appears to be a separate unit when viewed from the street due to the difference in height and materials. On balance, it is not considered to result in a detrimental impact on the amenities of neighbouring properties or character of the area, therefore the proposal is considered acceptable in this instance.

Concerns have been raised by neighbouring properties regarding the impact on on-street parking and the loss of a larger family unit.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

4 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.

5 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 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

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

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

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Application:16/05859/FULL1

Address: 45 Southlands Grove Bickley Bromley BR1 2DA

Proposal: Subdivision of four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling, and elevational alterations.



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

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

Application No : 17/00088/FULL6

Ward:
West Wickham

Address : 90 Hayes Chase West Wickham BR4
0JA

OS Grid Ref: E: 538965 N: 167383

Applicant : Mr & Mrs Gareth & Lorna Exton

Objections : YES

Description of Development:

Part one/two storey front/side and part one/two storey rear extensions and elevational alterations

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 2

Proposal

The application seeks consent for the construction of a two-storey side/rear extension and a single-storey extension to the front and side.

The proposed two-storey side extension would measure 2.5m in width and would be 7m deep, however it would not extend to the full depth of the host dwelling. The single-storey side element would be set to the rear of the two-storey element would measure 5.8m in depth. It would incorporate a pitched roof, with an eaves height of 3m and a ridge height of 4m. The rear extension would sit above an existing 4m deep ground floor addition. It would measure 3m in depth at first floor level and would incorporate a pitched roof. Amendments would also be made to the front elevation, including a 0.8m deep forward porch projection, which extends above the door, garage and ground floor window.

Location

The application relates to a two-storey detached residential dwelling, which benefits from a detached garage and off-street parking. A garden measuring 37m in depth is located to the rear of the property. There is also a group Tree Preservation Order for the trees within the rearmost section of the garden. The properties to the rear of the site are situated within an Area of Special Residential Character.

Consultations

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

- Little evidence of revision that would give grounds for favourable review of their proposals. Original comments to previous scheme remain. What remains in this application is what was unacceptable in the first place.
- Previous extensions within Hayes Chase should not be used as precedent. Each case must be decided on its own merits. A balance of both supported and unsupported proposals should exist and is vital in sustaining the confidence of all parties who place their trust in the wisdom of the Planning Team.
- Questions regarding why the applicant purchased a modest 3 bed dwelling, when the intention to extend. Concerns about Bromley Planning role in this market strategy of exploitation of more generous ground of older properties, resulting in an ugly ribbon of development of houses, which extend up to their boundary limits. Planning team's protestations that proposals are each assessed on their specific merits are open to challenge.
- Neighbours exercised their free choice in making the purchase of their property and now seek to do so again by extending the house to its limits. We are confronted with accepting either a grotesque imposition or abandoning our home.
- Importance of space in maintaining the wellbeing of urban communities. There is an encroachment upon privately-owned green space with the erection of structures.
- Harm to environment, sense of place etc. through thoughtless development,
- The development is ugly
- Cumulative addition to an already overextended house.
- It is bulky, overbearing structure, encroaching and overshadowing neighbouring property.
- Increased noise and disturbance from close proximity of side elevation and 3 double door openings to the rear of the house.
- Party wall concerns
- Concern about services including drainage and water supply
- Scale and design out of keeping with the original building and the immediate context of neighbouring properties
- Extension to within 1m of the boundary will diminish heavily shaded walk way to a dark alley. Unsympathetic to original properties
- Substantial infilling of the space between the properties, which by the intent of the original architects and ethos of district planning, were overtly and generously detached.
- Not in keeping with the road.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

SPG 1 General Design Principles
SPG 2 Residential Design Guidance

Emerging Plans

According to paragraph 216 of the NPPF decision makers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

As set out in paragraph 216 of the National Planning Policy Framework, emerging plans gain weight as they move through the plan making process.

The following emerging plans are relevant to this application.

Draft Local Plan

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the submission of the Local Plan to the Secretary of State will be in the early part of 2017.

Relevant policies:

Draft Policy 6 Residential Extensions
Draft Policy 37 General Design of Development

Planning History

85/01240/FUL - Single-Storey extension. Permission 19.06.1985

16/04715/FULL6 - Part one/two storey front/side and rear extension. Refused 09.12.2016

Reasons for refusal:

1. The proposed two-storey side and rear extension, by reason of its size, scale and location would result in a dominant and overbearing form of development, harmful to the visual amenities of No 92 Hayes Chase by way

of a loss of outlook and increased sense of enclosure contrary to Policies BE1 Design of New Development and H8 Residential Extensions of the Unitary Development Plan (2006) and Supplementary Planning Guidance No 1 General Design Principles and No 2 Residential Design Guidance.

2. The proposed two-storey side and rear extension, by reason of its size, scale and design would result in a bulky and unsympathetic form of development, which does not respect or complement the scale and form of the host dwelling, harmful to its character and appearance contrary to Policies BE1 Design of New Development and H8 Residential Extensions of the Unitary Development Plan (2006) and Supplementary Planning Guidance No 1 General Design Principles and No 2 Residential Design Guidance.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties. Consideration should also be given to the previous reasons for refusal.

Design

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development.

In addition to the above policies, Policy H9 of the UDP relates specifically to side space and seeks a minimum of 1m side space to prevent a cramped appearance within the streetscene and to safeguard the amenities of the neighbouring properties for development, including residential extensions, of two storeys or more.

The application property is a modest two-storey detached dwelling. The streetscene comprises a number of detached and semi-detached residential properties, however there is no defining architectural style. It is noted that the host dwelling and immediate neighbours' benefit from a more generous spatial relationship, due to detached garages located between each of properties. The spaces and gaps between other buildings within the streetscene do however vary in width and generally contribute to the spatial qualities of the area.

The proposal would see the construction of a two-storey side extension. There are a number of properties within the street which have been extended in a similar manner, including No 95, 77 and 73 Hayes Chase. The application property is however set within a row of residential dwellings which do not appear to have been significantly extended to the side/front. The neighbouring property to the south (No 92) has an original front facing gable and there is a pair of semi-detached dwellings to the north. No 92 is unusual in that it incorporates a gable end adjacent to the

common side boundary. The relationship and spatial standards between this property and the proposed development would therefore appear more cramped due to the unusual relationship at roof level. However, whilst it is acknowledged that the space between the dwellings would be reduced, it would still retain a minimum 1m set-back as required by Policy H9. In this case, the relationship and reduction in space between the buildings is considered to be on balance acceptable, due to its compliance with policy H9, the varied widths that exist between neighbouring properties and architectural variety within the streetscene.

The applicant has amended the scheme since the previous refusal and it no longer includes a two-storey wrap around element. The depth of the side addition has been reduced and the first floor rear projection has been set back from the common boundary. Amendments have also been made to the roof profile of the rear addition, which is now pitched back and is more complimentary to the form of the original house. A single-storey side addition has been included to the rear of the two-storey side addition and would continue around the rear elevation for a depth of 1m, however this maintains the depth of the existing ground floor element.

The reductions in the size of the two-storey side extension and amendments to the roof profile have lessened the overall bulk of the scheme. Objections have been raised regarding the extent of the development and whilst it is acknowledged that the immediate neighbours have not been extended to this degree, there are large two-storey rear extensions within the street, including No 54 Hayes Chase. The overall size of the plot is considered to be generous and the development would not be out of proportion within this context. Subject to the use of matching materials, which can be controlled by way of a condition, it is considered that the current proposal is more complimentary to the scale and form of the host property and has therefore, on balance, overcome the previous reason for refusal.

The application also proposes the construction of a front extension at ground floor level. The size and scale of the front projection is not considered to be out of keeping with surrounding development. There are numerous porch extensions and projections of various sizes within the street. The development in general would result in the loss of a number of traditional features, such as a first floor corner window and porch, however given the architectural variety within the street, this is not considered significantly harmful.

Neighbouring amenity

Policy BE1 also seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by loss of outlook or overshadowing.

The proposed part one/two-storey side extension would be located 1m from the common side boundary with No 92 Hayes Chase. This property is located to the south west of the application site and benefits from a modest sized single-storey rear extension. This extension is curved and includes windows and doors partially facing the common side boundary. The rear of this property also differs from the host dwelling in that it incorporates a cat-slide roof and a small rear dormer. The

two-storey side extension has been reduced in depth and would no longer project significantly beyond the rear of No 92. A single-storey addition would now be located to the rear of this two-storey side element, however this would include a roof which pitches away from the common boundary and there is also a 1m set back. The first floor rear extension would be set back from the common side boundary with No 92 by 3.2m. The development would result in some visual impact; however the two-storey side element would no longer project beyond the rear of the neighbouring property and would not breach the 45 degree splay. Setting back the first floor rear elevation would also lessen the dominance and bulk of the scheme from the rear windows and amenity space. No 92 is located to the south west and whilst there may be some loss of light in the mornings, the overall orientation would prevent any unacceptable harm.

A number of windows are located within the north facing elevation; however these are secondary and/or serve non-habitable rooms. The generous size and width of the rear garden, coupled with the amendments would also help ensure a sense of openness is retained at the rear. On balance, the visual impacts on the amenities of No 92 are now considered to be acceptable.

No 88 is located to the north west of the application site and has not been extended at the rear. This property forms one half of a semi-detached pair and is separated from the proposal by a detached garage. This garage provides a degree of separation, which would lessen the visual dominance of the proposed rear extension. Furthermore, the generous depth and width of the rear gardens would ensure a sense of openness was retained. There are a number of windows and doors located within the side elevation of No 88; however the spacing between the development and this flank elevation would not result in significantly intrusive form of development. The orientation would result in some overshadowing, but the generous garden depth and width would mitigate this harm.

In relation to overlooking and privacy the proposed development would include windows within the front, side and rear elevations. There is already an established degree of overlooking towards the front and rear of the property and the windows facing these directions would not result in a level of overlooking which is materially worse than the current situation. There are a number of existing small windows within the south west facing side elevation at both ground and first floor levels. The proposal would see the installation of two windows within this elevation, with one at one ground and first floor level. The ground floor windows would face a fence and their height would not result in overlooking. The upper level window would serve a bathroom and could therefore be reasonably conditioned to be obscured glazed and non-opening in order to protect neighbouring amenity.

Concerns have been raised regarding the services to neighbouring properties and foundations, however these fall beyond the scope of this planning assessment and are dealt with under different legislative regimes.

Having had regard to the above, it is considered that the development has sufficiently addressed the previous reasons for refusal and would now be acceptable in that it would not result in significant harm to property or streetscene.

The reductions would also, on balance, prevent unacceptable harm to neighbouring residential properties.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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

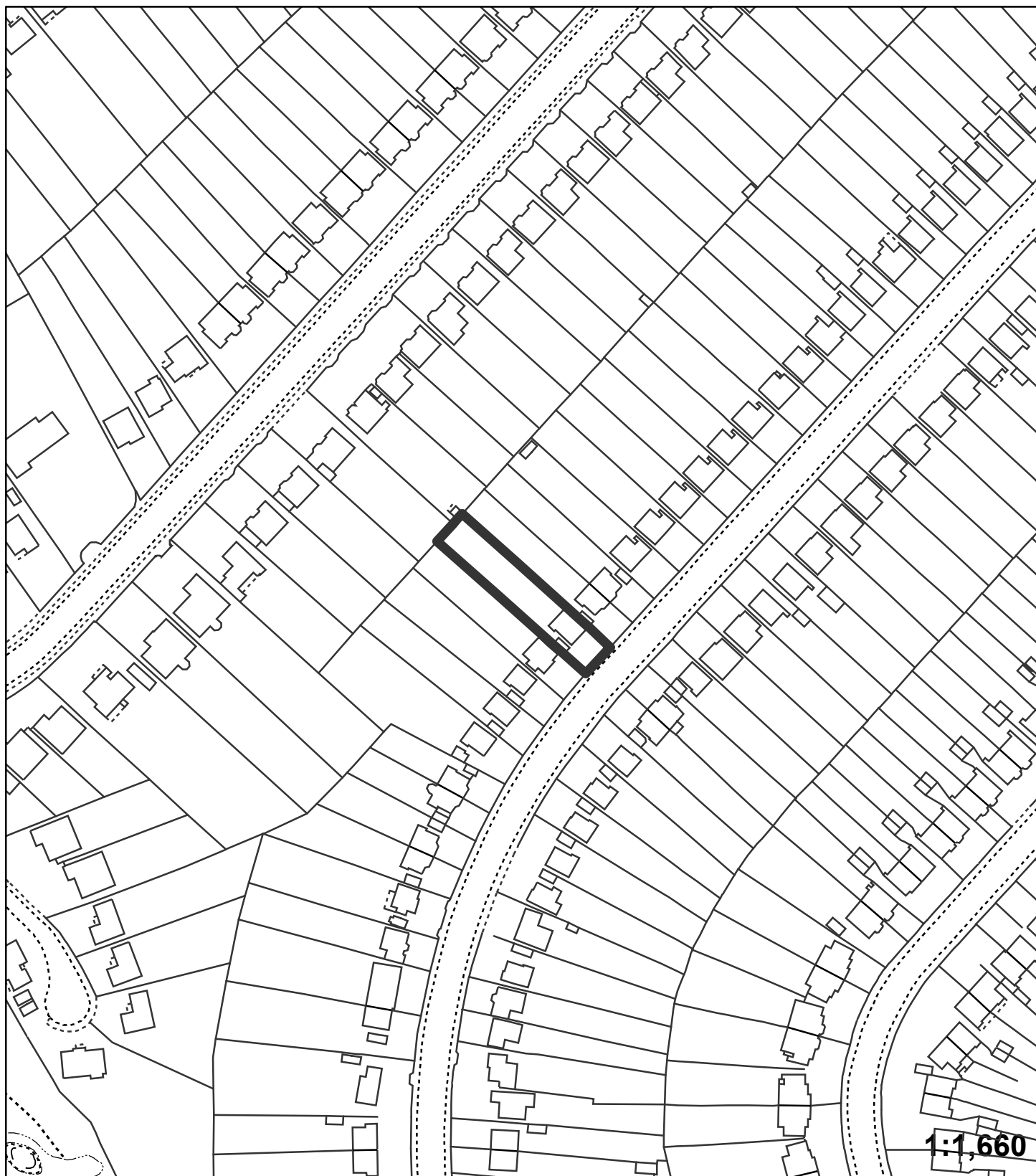
Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

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Application:17/00088/FULL6

Address: 90 Hayes Chase West Wickham BR4 0JA

Proposal: Part one/two storey front/side and part one/two storey rear extensions and elevational alterations



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

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

Application No : 17/00103/FULL6

Ward:
Petts Wood And Knoll

Address : 5 Maybury Close, Petts Wood,
Orpington BR5 1BL

OS Grid Ref: E: 543835 N: 167621

Applicant : Mr & Mrs Hadlow

Objections : NO

Description of Development:

Conversion of garage to habitable space including elevational alterations

Key designations:

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

Proposal

Planning permission is sought for the conversion of garage to habitable space including elevational alterations

Location

The application site is located to the western edge of Maybury Close and is host to a two storey detached dwelling within a large garden set predominantly to the northern flank elevation. The property is not located in a conservation area and is not listed.

Consultations

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

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
T3 Parking
T18 Road Safety

Supplementary Planning Guidance 1 and 2

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017.

Draft Policy 4 Housing Design
Draft Policy 37 General Design of Development
Draft Policy 30 Parking

Relevant planning history

Application reference 12/02457, for a two bedroom detached bungalow on the land north of No.5 was refused and dismissed on appeal.

Application reference 13/01122/FUL for a two storey front and side extensions and roof alterations to incorporate front dormer extensions was approved in June 2013.

Application reference 14/00785/FULL for the formation of vehicular access was approved in April 2014.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the impact of the proposed garage conversion on the availability of parking within the site and the local area.

A conversion of a garage to a habitable room would ordinarily be permitted development. However the following condition was attached to the previous application 13/01122/FULL6:

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

This condition therefore requires the garage to remain as such unless permission is sought from the Local Authority.

No objections are raised from the highway authority. Two off street parking spaces are shown on the plans to the front of the property which would comply with UDP Policy.

The proposed change from a garage door to a window is considered to be acceptable and would not have a detrimental impact upon the character and appearance of the host dwelling and wider street scene. Furthermore, the bi-folding doors to the rear and obscure glazed windows are also acceptable.

The proposal would have no significant detrimental impact upon neighbouring amenity and would comply with Policies H8 and BE1. The plans indicate that the proposed garage conversion would provide a new bedroom with an en-suite bathroom, which would be linked to the existing dwelling via the lounge. A condition will be attached as per the previous application 13/01122/FULL6 to ensure that the additional habitable space cannot be severed to form a separate unit of accommodation

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. Adequate parking would continue to be available within the site and it is not considered that the proposal would result in a detrimental impact on conditions of highway safety.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

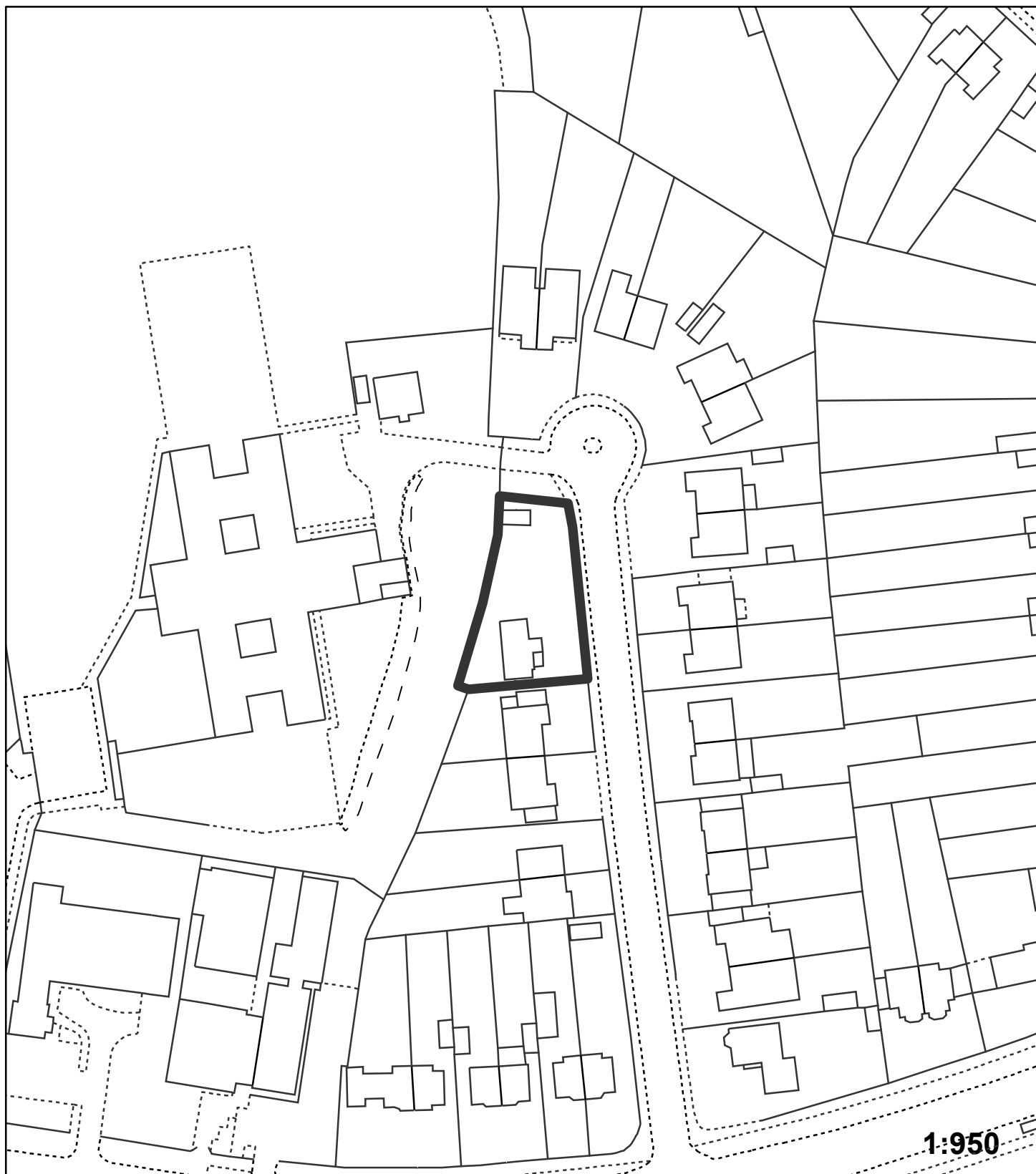
- 4** The additional accommodation shall be used only by members of the household occupying the dwelling 5 Maybury Close; and shall not be severed to form a separate self-contained unit.

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

Application:17/00103/FULL6

Address: 5 Maybury Close Petts Wood Orpington BR5 1BL

Proposal: Conversion of garage to habitable space including elevational alterations



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

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

Application No : 17/00208/FULL1

Ward:
Bickley

Address : 16 Orchard Road, Bromley BR1 2PS

OS Grid Ref: E: 541312 N: 169807

Applicant : Mr A Ahmad

Objections : YES

Description of Development:

Subdivision of property into two 4 bedroom houses, single storey rear extensions, two storey front extension, elevational alterations and associated hardstandings and landscaping.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

Planning permission is sought for the subdivision of the existing detached property into 2 four bedroom dwellings. Two single storey rear extensions and a two storey front extension are also proposed, with associated elevational alterations, hardstanding and landscaping.

The proposed two storey front extension would have a maximum depth of approximately 1.4m and a width of 5.4m and would feature a front gable to match the height of the existing gable. It would include the addition of a front porch to mirror the existing porch, in order to create two separate entrances to the building.

The proposed rear extensions would have a depth of 3.6m and a width of 5.1m each. The extensions would have a flat roof with a height of 2.75m featuring one roof lantern each. They would have a smaller footprint than the existing conservatory which would be replaced, and would provide an orangery for each of the proposed dwellings.

Location

The application site currently hosts a detached two storey dwelling with accommodation in the roof, located on the southern side of Orchard Road. It is bounded to the west by a two storey detached dwelling at No.14, and to the east by an access road which leads to a detached dwelling to the rear of the site at No.18.

Consultations

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

- Front extension gives an unbalanced appearance to the scheme, emphasised by the new fencing on the front drive.
- Orchard Road has a variety of Arts and Craft style houses and retention of this property is important to protect the character of the area.
- A single front entrance would be preferable.
- Additions would obliterate high proportion of original elements of the principle elevation.
- Removal of chimney stacks should be avoided as these enhance the character.
- Increase in number of cars using the site would add to existing traffic and street parking issues.
- New crossover would remove an existing street parking space.
- If granted permission, permitted development rights should be removed, no future extensions allowed, or external windows on the eastern elevation in order to protect the privacy of No.14.
- The principle is considered acceptable however the alterations to the front elevation are not.
- Preferable to the previously refused block of flats.

Consultee Comments

Drainage - No objection.

Environmental Health - No objection

Thames Water - No objection.

Highways - Initial concerns were raised by Highways Officers in relation to the tight layout of the proposed parking spaces. Revised plans were received on the 13th March, and following this Highways Officers raised no objection to the proposal, subject to conditions.

Planning Considerations

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

London Plan:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction

5.13 Sustainable Drainage
6.13 Parking
7.2 An Inclusive Environment
7.4 Local Character
7.6 Architecture
Mayor of London's Housing Supplementary Planning Guidance 2016

Unitary Development Plan:

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density and Design
H8 Residential Extensions
H9 Side Space
H11 Residential Conversions
T3 Parking
T18 Road Safety

SPG1 General Design Principles
SPG2 Residential Design Guidance

Draft Local Plan 2016:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016, which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 Housing Supply
Draft Policy 4 Housing Design
Draft Policy 6 Residential Extensions
Draft Policy 8 Side Space
Draft Policy 9 Residential Conversions
Draft Policy 30 Parking
Draft Policy 32 Road Safety
Draft Policy 37 General Design of Development

Planning History

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

- 84/02108/FUL - Part one/two storey side extension - Permitted 01.11.1984
- 95/02333/FUL - Single storey rear extension - Permitted 22.11.1995
- 07/04229/FULL6 - Front Porch - Permitted 18.01.2008
- 16/02618/FULL1 - Demolition of existing dwelling and erection of detached three storey building comprising 2 three bedroom and 3 two bedroom flats with 7 car parking spaces, amendments to the existing vehicular access, and cycle, refuse and rear garden stores - Refused 05.09.2016

Conclusions

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

Design, Siting and Appearance

London Plan Policy 7.4 requires developments to have regard to the form, function, and structure of an area. Policy BE1 states that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. Policy H8 states that the design and layout of proposals for the alteration or enlargement of residential properties will be required to (i) the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area and (ii) space or gaps between buildings should be respected or maintained where these contribute to the character of the area.

The proposed two storey front extension would have a maximum depth of approximately 1.4m and a width of 5.4m. The proposed front extension would feature a front gable to match the height of the existing gable, and it would appear similar in appearance to this. A front porch is also proposed to match that which already exists in order to create two separate entrances to the building.

The extension would not project beyond the front of the existing dwelling and would not impact upon the established building line within the street. It would be set a significant distance from the boundary and would therefore provide adequate side space to comply with Policy H9. The addition of a further front gable to the property would add a degree of bulk, however its design would appear in keeping with the host dwelling and the proposed materials would match the existing to give the appearance of a pair of semi-detached properties.

Whilst it is appreciated that the proposed dwellings would appear somewhat unbalanced given the existing roof height and attached garage which would form part of one dwelling, on balance it is considered that the extension would be modest in depth and is not considered to result in an unacceptable increase in the bulk, scale and massing of the building. The resulting unsymmetrical appearance is not considered to cause such significant harm as to warrant a refusal on these grounds given there would not be a significant change from the unsymmetrical appearance of the existing dwelling. The overall appearance of the proposal is therefore not considered to result in any significant harm to the host dwelling or the character of the area in general.

The single storey rear extensions to the rear would measure 3.6m in depth and 5.1m in width. They would replace an existing conservatory and would provide an orangery for each of the proposed dwellings. The proposed extensions would have a smaller footprint than the existing conservatory and would not harm the character of the host dwelling.

The immediate surrounding area is characterised by detached residential dwellings, whilst the application would result in the alteration of the existing detached dwelling into a pair of semi-detached properties. The increase in the number of units on this site would intensify the use of the site, however it is not considered that this would be unduly harmful or out of character with the area.

In order to prevent overdevelopment of the site and protect the amenities of the neighbours and the character of the area it is recommended that a condition is added to prevent any further alterations to the properties without the prior approval in writing of the Council.

Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit. A four bedroom, 2 storey dwelling for 8 persons would require 124sqm, and a four bedroom, 3 storey dwelling would require 130sqm. The two dwellings would meet the minimum standards outlined within Policy 3.5 and the Mayors Housing SPG 2016.

The shape and room sizes in the proposed dwellings are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specified use.

The existing rear garden would be split with the resulting plot sizes considered acceptable to provide adequate private amenity space for both of the dwellings. The sub-division of the plot would not result in plot sizes that would be significantly out of character to the established local pattern of development.

Impact upon Residential Amenity

Policy BE1 (v) states that the development should respect the amenity of occupiers of neighbouring building and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing. This is supported within Policy 7.6 of the London Plan.

The proposed rear extensions would replace an existing conservatory and would result in a reduction in size from that which already exists. The extensions would project the same distance to the rear as each other so would not impact on the amenities of either of the proposed dwellings. Furthermore, given the reduction in size from the existing conservatory and the distance to other adjacent properties there would not be any significant harm to residential amenities of neighbouring dwellings.

The proposed front extension would have a modest forward projection and would provide a significant distance to the properties of any neighbouring dwellings. It would not project beyond the front of the existing building and would therefore not detrimentally impact upon either of the sub-divided dwellings. Furthermore, the increased intensity of the site resulting from the sub-division would not result in any

significant additional harm and the proposal is therefore not considered to have a detrimental impact upon the neighbouring properties.

Highways

The subdivision of the properties would result in one dwelling benefiting from an attached garage, with space available for a number of vehicles to the front. The adjacent dwelling to the eastern side of the site would have a reduced parking area, sufficient for 3 vehicles. Initial concerns were raised regarding the parking layout of the site by Highways Officers in relation to the access and parking area for the dwelling with 3 spaces.

Revised plans were submitted on the 13th March which altered the arrangements so that the access to the development would be via the existing access, and to provide sufficient space for vehicle turning in order to prevent the possibility for cars to reverse onto the Highway. Following the submission of these revised plans, Highways Officers raised no concerns to the proposal in terms of its impact upon highway safety, subject to conditions.

Cycle parking

London Plan requires two cycle spaces per dwelling, no details of any lockable storage has been provided, however subject to further details required in a condition no objection is raised in this regard.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage. Further details regarding a containment structure can be conditioned as necessary.

Summary

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

Background papers referred to during production of this report comprise all correspondence on the file ref: 17/00208/FULL6 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 13.03.2017

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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

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

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

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

- 6 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.**

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

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

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

- 8 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 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport

- 9 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.

You are further informed that :

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**
- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk**
- 3 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

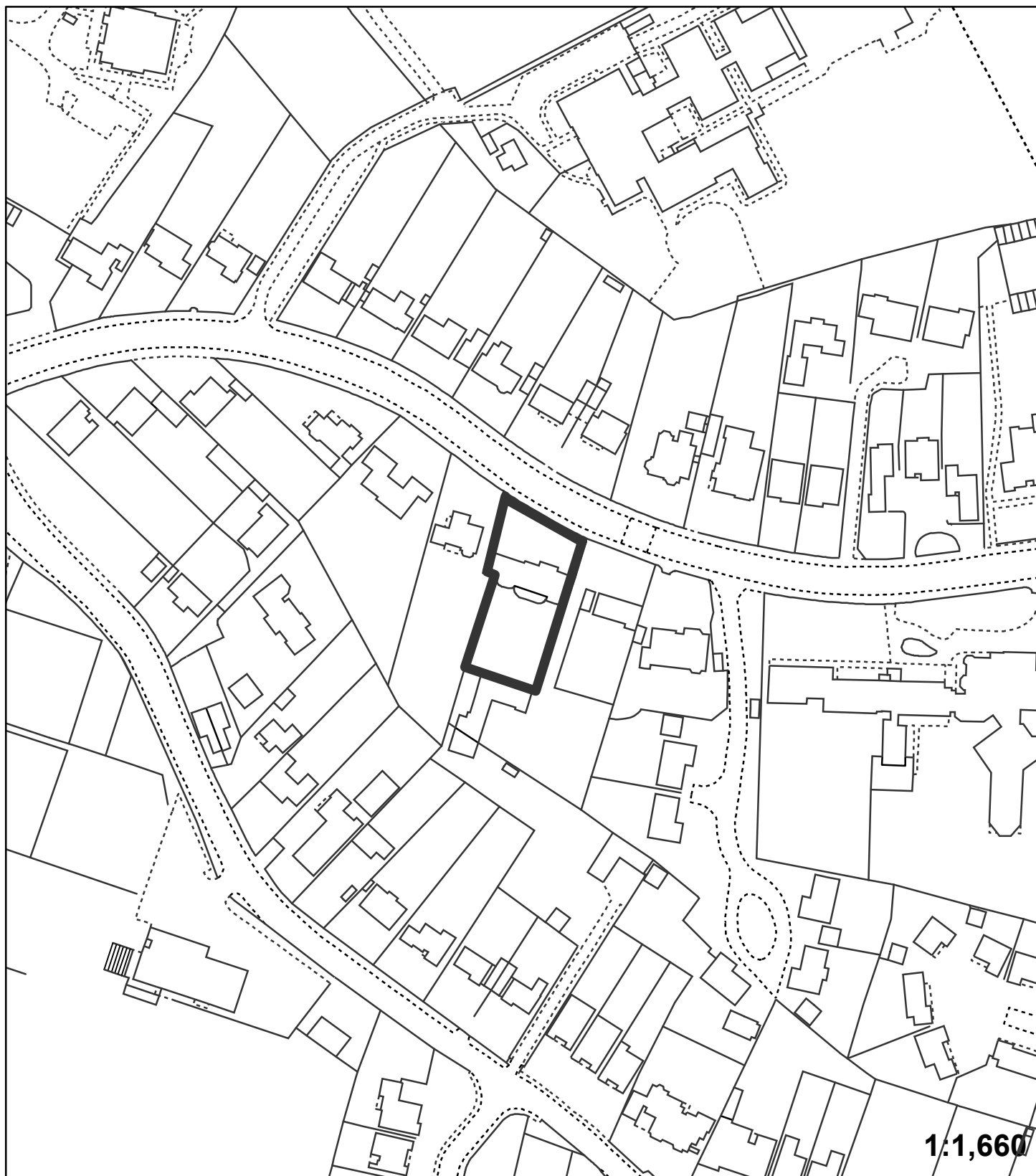
- 4 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.**

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Application:17/00208/FULL1

Address: 16 Orchard Road Bromley BR1 2PS

Proposal: Subdivision of property into two 4 bedroom houses, single storey rear extensions, two storey front extension, elevational alterations and associated hardstandings and landscaping.



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

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

Application No : 17/00277/FULL6

Ward:
Kelsey And Eden Park

Address : 5 Forest Ridge, Beckenham BR3 3NH

OS Grid Ref: E: 537204 N: 168936

Applicant : Mr Allan Stanton

Objections : NO

Description of Development:

First floor side extension, roof alterations to incorporate rooflights to rear, elevational alterations.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 18

Proposal

The application seeks planning permission for a proposed first floor side extension, roof alterations to incorporate rooflights to the rear and elevational alterations.

The proposed first floor side extension will have a height to match that of the ridge height of the host dwelling, with a hipped roof design. The extension would have a maximum width of 2.3m at the front and 9.2m in depth to provide an additional bedroom and enlarge the existing bathroom and 3rd bedroom. The elevational alterations include the installation of two new windows to the rear elevation at first floor level.

The application site is a two storey semi-detached dwellinghouse located on the south side of Forest Ridge, Beckenham.

Consultations

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

Planning Considerations

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

National Planning Policy Framework:

Chapter 7- Requiring Good Design

London Plan:

Policy 7.4 Local character
Policy 7.6 Architecture

Unitary Development Plan:
BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

SPG1 General Design Guidance
SPG2 Residential Design Guidance

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

As set out in paragraph 216 of the National Planning Policy Framework, emerging plans gain weight as they move through the plan making process.

The following emerging plans are relevant to this application.

Draft Local Plan

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the submission of the Local Plan to the Secretary of State will be in the early part of 2017.

Draft Policy 6 Residential Extensions
Draft Policy 8 Side Space
Draft Policy 37 General Design of Development

Conclusions

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

Design

Policies H8, H9, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. Consistent with this, the National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of the area.

Policy H9 of the UDP and Draft Policy 8 of Bromley's emerging Local Plan requires planning proposals for two or more storeys in height, including first floor extensions to retain a minimum 1 metre space from the side boundary for the full height and depth of the proposal. The Council considers that the retention of space around residential buildings essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It is important to prevent a cramped appearance and unrelated terracing from occurring. Furthermore, Policy H9 seeks to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.

The host dwelling is situated on a bend in the road which means the site's layout narrows towards the back end of the site, with the host dwelling only retaining a side space to the western corner of the dwelling of 0.8m. However, the submitted plans outline that the development will incorporate a side space from the shared boundary with No. 3 of approximately 2.5m to the front of the host dwelling.

Whilst the proposal does not provide a 1 metre side space for the full height and depth of the proposal the development is considered to be acceptable and in accordance with the Policy objectives of H9. Given that the proposal would retain a side space of 2.5m to the boundary line to the front of the property. As a result, the proposal would not appear cramped within its plot size nor lead to any unrelated terracing from occurring, or have a detrimental impact to the spatial standards of the surrounding area, when considering the aforementioned.

Furthermore, it is considered that proposal is of a high quality design; with a hipped roof which would enhance the architectural qualities of the host dwelling, whilst preserving the character of the street scene, compliant with Policies BE1 and H8 of the UDP and London Plan Policy 7.4.

Impact on Residential Amenity

Policy BE1 seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

It is noted that the existing dormer already benefits from side windows and whilst the neighbouring property No.3 also already has flank windows in the dormer on balance it is considered that the proposal would not lead to any increase in loss of privacy over and beyond the current situation.

Summary

Taking into account the above, Members may therefore consider that the development in the manner proposed is on balance acceptable. Whilst it is recognised that the proposal would fail to retain a 1 metre side space from the shared boundary with No.3 for the full height and depth of the proposal. There is adequate separation from the boundary to the front of the proposal, which would be visible from the street scene, whereas the rear of the property is set away from public vantage points. As a result, it is considered that the proposal would comply with the Policy objectives of H9 of the UDP.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

Application:17/00277/FULL6

Address: 5 Forest Ridge Beckenham BR3 3NH

Proposal: First floor side extension, roof alterations to incorporate rooflights to rear, elevational alterations.



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

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

Application No : 17/00477/FULL1

Ward:
Chislehurst

Address : Hillcroft, Southill Road, Chislehurst
BR7 5EE

OS Grid Ref: E: 542431 N: 170532

Applicant : Maple Properties Ltd

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of detached two storey building with accommodation in roof space comprising 4 two bedroom flats with associated car parking and landscaping

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

This application proposes the demolition of an existing single storey dwelling house and the construction of a three storey, detached building comprising 4 two bedroom flats. The building will have a height of 9.2m and will have a width of 12.4m and a length of 16.5m.

Access to the site will be via the existing vehicle access, with 4 car parking spaces provided. A refuse and cycle store will be sited to the front of the building. The proposal will include a large communal amenity area to the rear of the building.

Location

The existing detached bungalow is located on the northern side of Southill Road on a steeply sloping site. The dwelling is sited on a higher land level than the highway with a set of steps to access the front elevation. The dwelling also hosts a detached garage facing the highway.

The application site is surrounded by residential properties which comprise of a mix of development density, including detached residential dwellings. The site is located adjacent to the Conservation Area to the south.

Comments from Local Residents

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

- further flatted development in the area would be harmful to the character of the area, which adjoins a Conservation Area.
- replacement of front garden with parking area is detrimental to the character of the area

Consultations

Highways - no objections are raised subject to standard conditions and an informative concerning the prevention of damage to the highway and repairs where necessary.

Environmental Health (Housing) - concern is raised that some of the rooms proposed will not be provided with adequate means of ventilation. The applicant is advised to have regard to the Housing Act 1985.

Drainage - no objections raised subject to a standard condition.

Tree Officer - no comments made.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking

- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.19 Biodiversity and Access to Nature
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan:

- BE1 Design of New Development
- BE13 Development Adjacent to a Conservation Area
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety

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

Emerging Bromley Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

- Draft Policy 1 - Housing Supply
- Draft Policy 4 - Housing Design
- Draft Policy 8 - Side Space
- Draft Policy 30 - Parking
- Draft Policy 31 - Relieving Congestion

Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 37 - General Design of Development
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 112 - Planning For Sustainable Waste Management
Draft Policy 113 - Waste Management in New Development
Draft Policy 115 - Reducing Flood Risk
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 117- Water and Wastewater Infrastructure Capacity
Draft Policy 119 - Noise Pollution
Draft Policy 120 - Air Quality
Draft Policy 122 - Light Pollution
Draft Policy 123 - Sustainable Design and Construction
Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

Planning History

Planning permission was granted under ref. 16/04137 for demolition of existing dwelling and erection of detached two storey 5 bedroom dwelling including accommodation in roof space.

Planning permission was refused under ref. 16/03312 at Silver Leaves for demolition of existing bungalow and the erection of a two storey building to provide 4 x residential apartments with roof space accommodation, basement parking and detached garage. The refusal grounds were as follows:

'By virtue of its overall height, width and scale, the development constitutes an overdevelopment of the site and would be considered detrimental to the visual amenities and spatial standards of the surrounding area allowing for an overtly prominent and out of character form of development, contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.'

The application was subsequently allowed on appeal. The Inspector concluded that the building would have an acceptable effect on the character and appearance of the surrounding area.

Conclusions

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

- Principle of Development
- Design
- Standard of Residential Accommodation
- Impact on Adjoining Properties
- Highways and Traffic Issues

Principle of Development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing Choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

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

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

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

Under ref. 16/03312, the Council considered that the provision of a small block of flats at Silver Leaves would be acceptable for the area, and this view was shared by the Inspector when the application was allowed at appeal. It is therefore considered that the principle of replacing the building with a sympathetic block of flats appears to be acceptable.

Design, Siting and Layout

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects Paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

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

Policy BE1 of the UDP requires new development to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties.

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

It is proposed to replace an existing single storey dwelling with a 2.5 storey, building with works to include the re-grading of the amenity space. The proposed building has an overall width of 12.5m, a maximum depth of 16.5m and a height of 9.2m to the front and 6.5m to the rear as a result of the changes in land levels. This is in replacement of a modest property measuring 12.4m in width, 8.1m in depth and a maximum of 7m in height. The site is steeply sloping, with a level vehicular access to the existing detached garage.

In terms of the size and scale of the new building, the height of the proposed structure sits below the ridge height of the neighbouring property, The Hurns, by 1.5m and above the ridge of Alisma to the east by 2.5m. The scheme has a 2.5 storey hipped roof utilising a traditional palette of materials in a similar manner to the dwelling previously permitted. Whilst larger than the dwelling it replaces, the building would not appear excessively bulky or incongruent, with a design closely matching that which was previously considered suitable for the site.

The design has been altered to provide two front facing dormers within the roof, whereas the permitted scheme had only one. Whilst this provides a small additional bulk to the roof, it is not considered that this would clutter the roof space to the detriment of local character. The provision of a larger hardstanding area to the front of the house has also been considered acceptable previously.

Standard of Residential Accommodation

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

The nationally described space standard requires 61m² of gross internal floor area for a two bedroom three person flat over one level and 70m² of gross internal floor area in relation to a two bedroom four person unit over one level. The floor space size of each of the proposed units in the building ranges from 67m² and up to 78m² respectively. On this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light and comply with the internal room space requirements as found within the Technical Housing Standards (2015).

In terms of amenity space, no private amenity space is provided for the flats, however the area is spacious and the site will be provided with a large communal amenity space to the rear of the building. On balance it is considered that the provision of a large rear communal garden would be satisfactory in this location.

Impact on Residential Amenity

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants and should also respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The bulk, height, design and siting of the proposal is very closely similar to the structure that was permitted under ref. 16/04137. The fenestration is also similar, with the provision of an additional rooflight to the western flank elevation. It is considered that the proposal would therefore have no further visual impact over and above that previously permitted at the site. The use of the building as 4 flats would intensify the use of the site, however the impact on neighbouring amenities is not considered to be significant as a result of this.

Parking and Highway Safety

The proposal provides a suitable layout, parking area and access arrangements to serve the development and no objections are raised from a highway safety perspective. Cycle storage will also be provided and suitable conditions and informatives can be imposed to safeguard against damage to the unadopted highway.

Summary

On balance it is considered that the scheme is acceptable in principle and is acceptable in terms of design. The proposal would not impact detrimentally upon neighbouring owner/occupiers and therefore it is recommended that planning permission is granted subject to the imposition of suitable conditions.

Background papers referred to during production of this report comprise all correspondence on file ref(s): 16/03312/FULL1, 16/04137/FULL1 and 17/00477/FULL1, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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

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

- 5 Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority**

before any work is commenced. The windows shall be installed in accordance with the approved details.

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

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

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

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

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

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

Reason: In order to comply with Policy 5.13 of the London Plan and in order to ensure the satisfactory drainage of the site.

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

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

8 The floor(s) of the garage(s) shall be constructed at such level(s) that the gradient of the access drive(s) does not exceed 1:10 at any point, as

calculated from the levels of the back edge of the footway to the front of the garage floors.

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

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

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

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

Reason: In order to comply with Policy 5.13 of the London Plan and in order to ensure the satisfactory drainage of the site.

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

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

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

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

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

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

- 14** The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained 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.

You are further informed that :

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**

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

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

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

- 3 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.**

- 4 The applicant is advised that discharging surface water run-off to public sewer without attenuation is not acceptable.**

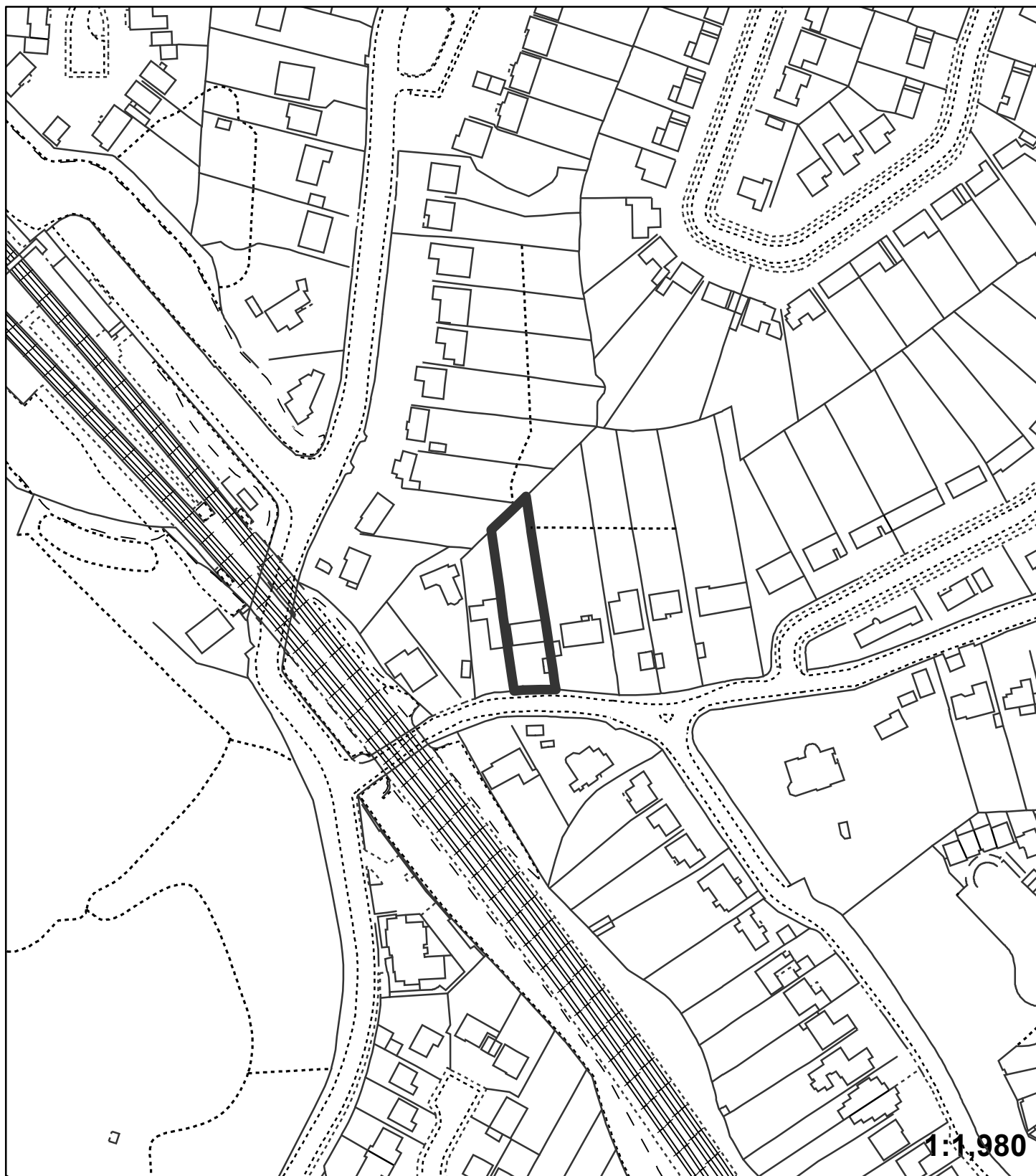
- 5 As Southill Road is an unadopted street/highway, the applicant is advised that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Southill Road is laid out.**

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Application:17/00477/FULL1

Address: Hillcroft Southill Road Chislehurst BR7 5EE

Proposal: Demolition of existing dwelling and erection of detached two storey building with accommodation in roof space comprising 4 two bedroom flats with associated car parking and landscaping



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

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