



THE LONDON BOROUGH
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DATE: 16 August 2016

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

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

A meeting of the Plans Sub-Committee No. 1 will be held at Bromley Civic Centre on
THURSDAY 25 AUGUST 2016 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

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

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

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

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

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF MINUTES OF MEETING HELD ON 30 JUNE 2016**
(Pages 1 - 26)
- 4 **PLANNING APPLICATIONS**

SECTION 1

(Applications submitted by the London Borough of Bromley)

Report No.	Ward	Page No.	Application Number and Address
4.1	Cray Valley West	27 - 58	(15/05633/REG3) - Poverest Primary School, Tillingbourne Green, Orpington BR5 2JD

SECTION 2

(Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Bromley Town Conservation Area	59 - 62	(16/02779/LBC) - Old Town Hall, 30 Tweedy Road, Bromley BR1 3FE
4.3	Bromley Town Conservation Area	63 - 70	(16/02801/ADV) - Old Town Hall, 30 Tweedy Road, Bromley BR1 3FE
4.4	Chislehurst Conservation Area	71 - 80	(16/3133/FULL1) - Woodside, Yester Park, Chislehurst BR7 5DQ
4.5	Biggin Hill	81 - 92	(16/03135/FULL1) - 190 Main Road, Biggin Hill TN16 3BB
4.6	Darwin	93 - 104	(16/03189/FULL1) - Elder Cottage, Jail Lane, Biggin Hill TN16 3AU
4.7	Bickley	105 - 122	(16/03224/FULL1) - Applegarth, Chislehurst Road, Chislehurst BR7 5LE.

4.8	Mottingham and Chislehurst North	123 - 138	(16/3225/FULL1) - Palmers Brothers, Albert Road, Mottingham SE9 4SW
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SECTION 3

(Applications recommended for permission, approval or consent)

Report No.	Ward	Page No.	Application Number and Address
4.9	Cray Valley East	139 - 146	(16/02045/FULL6) - 1 Rutland Way, Orpington, BR5 4DY
4.10	Cray Valley West	147 - 152	(16/02606/FULL1) - 89 Cotmandene Crescent, Orpington BR5 2RA
4.11	Hayes and Coney Hall	153 - 160	(16/02851/FULL6) - 47 Pickhurst Mead, Bromley BR2 7QP
4.12	Cray Valley West	161 - 166	(16/02926/ADV) - 89 Cotmandene Crescent, Orpington BR5 2RA

SECTION 4

(Applications recommended for refusal or disapproval of details)

Report No.	Ward	Page No.	Application Number and Address
4.13	Bromley Common and Keston Conservation Area	167 - 186	(16/02119/FULL1) - Forest Lodge, Westerham Road, Keston BR2 6HE
4.14	Farnborough and Crofton Conservation Area	187 - 194	(16/02576/FULL1) - 1 Meadow Way, Orpington BR6 8LN

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
	NO REPORTS		

PLANS SUB-COMMITTEE NO. 1

Minutes of the meeting held at 5.00 pm on 30 June 2016

Present:

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Douglas Auld, Katy Boughey, Nicky Dykes,
Robert Evans, Angela Page and Richard Williams

Also Present:

Councillors Julian Benington

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Terence Nathan.

2 DECLARATIONS OF INTEREST

Councillor Joel declared a personal interest in Item 4.11 – 40 Barnet Drive, Bromley, as he had prepared and produced the original drawings for the property which were used for this application. Councillor Joel did not take part in the discussion of this application and did not vote.

3 CONFIRMATION OF MINUTES OF MEETING HELD ON 28 APRIL 2016

RESOLVED that the Minutes of the meeting held on 28 April 2016 be confirmed and signed as a correct record.

4 PLANNING APPLICATIONS

SECTION 1

(Applications submitted by the London Borough of Bromley)

4.1 KELSEY AND EDEN PARK

**(16/02421/FULL6) - 27 Croydon Road, Beckenham
BR3 4AA**

Description of application – Formation of vehicular access.

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

SECTION 2

(Applications meriting special consideration)

**4.2
BROMLEY TOWN**

**(16/00239/FULL6) - 162 Homesdale Road, Bromley
BR1 2RA**

Description of application – Single storey side and rear extensions. Elevational alterations including disabled access ramps.

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

**4.3
PENGE AND CATOR**

**(16/00484/FULL1) - 30 St Johns Road, Penge
SE20 7ED**

Description of application – Conversion of dwelling to 1x2 bedroom flat and 1x3 bedroom flat.

Comments from Ward Member Councillor Peter Fookes in objection to the application were reported at the meeting.

Members were informed that the Highways Division was satisfied with the parking provision.

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.

**4.4
BIGGIN HILL**

**(16/00699/FULL1) - Oaklands Primary School,
Oaklands Lane, Biggin Hill TN16 3DN**

Description of application – Demolition of the existing infant school block and outbuildings and construction of single storey school building (max height 6.5m) attached to existing junior school block to facilitate an increase in pupil numbers, along with infill extensions and elevational alterations to existing building, the installation of 2 multi-use sports pitches with toilet/changing block and reconfigured car parking layout.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Julian Benington in support of the application were received at the meeting. Comments from Ward Member Councillor Melanie

Stevens in support of the application were reported at the meeting.

Comments from Sport England in objection to the secure nursery play area, which appeared to be sited on an existing area of playing field, were reported. Members noted that if permitted, the application would be referred to the Secretary of State for consideration of the impact on the Green Belt.

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 the addition of a further condition to read:-

24 The commencement of development, details of disabled car parking provision within the proposed staff/MUGA car park and details of any measures proposed to achieve step free access from the main school building to the MUGA and adjacent car park shall be submitted to and approved in writing by the Local Planning Authority. The car parking and any proposed access arrangements shall be implemented in accordance with the approved details prior to the first use of the MUGA and shall be permanently retained thereafter.

Reason: To ensure adequate provision of car parking and access for all users of the site in accordance with Policies 7.2 and 6.13 of the London Plan.

**4.5
CHISLEHURST
CONSERVATION AREA**

**(16/01032/FULL1) - 63-65 Chislehurst Road,
Chislehurst BR7 5NP**

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

**4.6
BROMLEY TOWN CENTRE
CONSERVATION AREA**

**(16/01175/FULL1) - Old Town Hall, 30 Tweedy
Road, Bromley BR1 3FE**

Description of application – 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 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 1 bed, 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.

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

An amended list of plans to replace those set out in Condition 2 on pages 110-111 of the report was circulated to Members.

The Planning Officer informed Members that should the application be permitted, minor changes would be required to the conditions outlined in the report. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED SUBJECT TO THE PRIOR COMPLETION OF A SECTION 106 LEGAL AGREEMENT** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with the following conditions amended to read:-

'2 Approved documents

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

NTR Addendum Planning Statement (Mar 2016); Bermanguedesstretton Addendum Design and Access Statement (Jan 2015); Royal Haskoning DHV Transport Assessment (December 2014); Royal Haskoning DHV Framework Travel Plan (November 2014); Royal Haskoning DHV Delivery and Servicing Plan (December 2014); Heritage Statement (December 2014); Addendum to Heritage Statement (Jan 2016); GL Hearn Daylight and Sunlight Report (December 2014); Statement of Community Involvement (December 2014); CgMs Archaeological Desk Based Assessment (November 2014); idom Merebrook Phase 1 Geo-Environmental Assessment (December 2014); idom Merebrook Air Quality Assessment (November 2014); idom Merebrook Environmental Noise Assessment (November 2014); Ecology Consultancy – Preliminary Ecological Assessment and \Preliminary Bat Roost assessment (July 2014) and Update (24.07.2015); The Design

Collective Energy Strategy Report (August 2014);
Forbes-Laird Arboricultural Consultancy Tree Report
(December 2014); Area Schedule (Rev B) by Guy
Holloway 13.105

Materials palette for South Street Car Park by Guy
Holloway received on 26.08.2015;

Main Extension Materials Board by
beremanguedesstretton on 26.08.2015

Additional Roof plant details received 07.07.2015

Details of United Anodiers product Anolok received
07.07.2015

Letters from NTR dated May 12th 2015; July 3rd 2015;

OLD TOWN HALL DRAWINGS - 2863

Site plans - A-001 P02-02; A-002 P02-01; A-003 P02-
01; A-1001 02-02; A-1002 P02-02; A-1003 P02-02;

Existing plans - A-010A Rev. P02-01; A-010B Rev.
P02-01; 011 Rev. P02-01; A-012A Rev. P02-01; A-
012B Rev. P02-01; A-013 Rev. P2 P02-01;

Demolition plans - A-015A Rev. P02-01; A-015B Rev.
P02-01; A-016 Rev. P02-01; A-017A Rev. P02-01; A-
017B Rev. P02-01; A-018 Rev. P02-01;

Proposed floor plans - A-100A P02-01; A-100B P02-
01; A-101 P02-01; A-102 P02-01.; A-103A P02-01; A-
103B P02-01; A-104 Rev. P02-01; A-105 Rev. P02-
01; A-106 Rev P02-01; A-171 Rev. P02-01

Fire Strategy Plans - A-180A Rev. P02-01; A-180B
Rev. P02-01; A-181 Rev. P02-01; A-182 Rev. P02-01;
A-183A Rev. P02-01; A-183B Rev. P02-01;

Existing and Proposed Elevations - A-200 Rev. P02-
01; A-201 Rev. P02-01; A-202 Rev. P02-01; A-203
Rev. P02-01; A-204 Rev. P02-01; A-205 Rev. P02-01;
A-206 Rev. P02-01; A-207 Rev. P02-01; A-208 Rev.
P02-01; A-209 Rev. P02-01; A-210 Rev. P02-01; A-
211 Rev. P02-01;

Proposed detailed elevations and bay studies - A-250
Rev. P02-01; A-251 Rev. P02-01; A-252 Rev. P02-01;
A-253 Rev. P02-01; A-254 Rev. P02-01; A-255 Rev.
P02-01; A-256 Rev. P02-01; A-257 Rev. P02-01;

Existing and Proposed sections - A-300 Rev. P02-01;
A-301 Rev. P02-01; A-302 Rev. P02-01; A-303 Rev.
P02-01; A-304 Rev. P02-01

Room Data Sheets - A-900 Rev. P02-01; A-901 Rev. P02-01; A-902 Rev. P02-01; A-903 Rev. P02-01; A-904 Rev. P02-01; A-905 Rev. P02-01; A-906 Rev. P02-01; A-907 Rev. P02-01; A-908 Rev. P02-01; A-909 Rev. P02-012; A-910 Rev. P02-012; A-920 Rev. P02-01; A-921 Rev. P02-01; A-922A Rev. P02-01; A-922B Rev. P02-01; A-922C Rev. P02-01; A-923A Rev. P02-01; A-923B Rev. P02-01; A-923C Rev. P02-01; A-924 Rev. P02-01; A-925 Rev. P02-01; A-926 Rev. P02-01; A-927A Rev. P02-01; A-927B Rev. P02-01; A-928 Rev. P02-01; A-929 Rev. P02-01; A-930 Rev. P02-01; A-931A Rev. P02-01; A-931B Rev. P02-01; A-932 Rev. P02-01; A-933A Rev. P02-01; A-933B Rev. P02-01; A-934A Rev. P02-01; A-934B Rev. P02-01; A-935A Rev. P02-01; A-935B Rev. P02-01; A-936 Rev. P02-01; A-937 Rev. P02-01; A-938 Rev. P02-01; A-939 Rev. P02-01;

Landscaping - A-150 Rev P1; 567_SK_10;
567_SK_12B; 567_SK_18; 567_SK_20;
567_SK_21A; 567_SK_22

Survey Drawings - 002-001 Rev. C; 002-002 Rev. E;
002.003 Rev. B; 002-004; 002-005; 002-006; 002-007;
002-008 Rev. C;

3D views: 2363-A-800 Rev P02-01; 2363-A-801 Rev
P02-01; 2363-A-802 Rev P02-01; 2363-A-803 Rev
P02-01; 2363-A-804 Rev P02-01; 2363-A-805 Rev
P02-01; 2363-A-806 Rev P02-01; 2363-A-807 Rev
P02-01; 2363-A-808 Rev P02-01; 2363-A-809 Rev
P02-01; 2363-A-810 Rev P02-01.

SOUTH STREET CAR PARK DRAWINGS

Site plans - 13.105.01 Rev A; 13.105.02 Rev. A;
13.105.03; 13.105.17 Rev. D;

Proposed Floor plans - 13.105.04; 13.105.05;
13.105.06 Rev. D; 13.105.07 Rev. D; 13.105.08 Rev.
D; 13.105.09 Rev. D; 13.105.10 Rev. D; 13.105.11
Rev. D; 13.105.18 Rev. B;

Proposed Elevations - 13.105.12 Rev. F; 13.105.13
Rev. D; 13.105.14 Rev. D; 13.105.15 Rev. D;
13.105.28 Rev. D; 13.105.29 Rev. B; 13.105.30 Rev.
B; 13.105.31 Rev. B; 13.105.34 Rev. A;

Proposed Sections - 13.105.16 Rev. E; 13.105.32
Rev. C; 13.105.33 Rev. A.'

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

5(i) Details and samples of the materials for the external surfaces of each phase of the development, including roof cladding, wall facing materials and cladding, window glass, doors and window frames and decorative features shall be submitted in accordance with the parameters set out in the Design and Access Statement, the approved plans and the Main Extension Materials Board by bermanguedesstretton received on 26 August 2015 and the materials palette by Guy Holloway received on 26 August 2015. The development shall be carried out in strict accordance with the approved details and no alternative materials shall be used:

(ii) Sample panels of facing brickwork for the South Street Car Park phase showing the proposed colour, texture, facebond and pointing shall be provided on site and approved in writing by the Local Planning Authority before any work is commenced and the sample panels shall be retained on site until the work is completed. The facing brickwork of the development hereby permitted shall be carried out in accordance with the details of the approved sample panels.

(iii) Details of any covering of the external staircase between the old courtroom and the proposed extension to the corner of Court Street and South Street shall be submitted and approved prior to the commencement of development of each phase and shall be carried out in accordance with the approved drawings before the first occupation of the hotel/restaurant use

Reason: In the interest of the appearance of this listed building and to comply with Unitary Development Plan policies BE1 and BE8.

6 A section and elevation at 1:10 scale showing details of the windows for the South Street Car Park part of the scheme shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on that phase. The windows shall be installed in accordance with the approved details.

Reason: To accord with policy BE1 of the Unitary Development Plan in the interests of the amenities of nearby properties.

9 Details of slab levels of the building and the existing site levels for each phase shall be submitted and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved details.

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

12 No development shall commence on site on any phase until such time as a Construction Environmental Management Plan incorporating Traffic Construction Logistics and Site Waste Management has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

- Full details of arrangements for the management and disposal of construction material and waste
- Dust mitigation/management measures
- The location and operation of plant and wheel washing facilities
- Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
- Rationalise travel and traffic routes to and from the site.
- Provide full details of the number and time of construction vehicle trips to the site including the route for heavy goods vehicles, with the intention and aim of reducing the impact of construction related activity.
- Measures to deal with safe pedestrian movement.
- Use of oil interceptors in trafficked areas so that there would be no discharge to ground via infiltration.
- Security Management (to minimise risks to unauthorised personnel).
- Details of the training of site operatives to follow the Construction Environmental Management Plan requirements and including Construction

Logistics and Site Waste Management.

- Details of methods to liaise with the public and neighbouring sites, including procedures for receiving and responding to complaints
- Protocols for reviewing and monitoring the CEMP including timeframes for meetings and environmental audits.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to ensure satisfactory vehicle management in accordance with Policies BE1 T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan.

13 Each phase of the development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan. The approved scheme shall be implemented in full accordance with the details before any part of the development hereby permitted is first occupied and shall be permanently retained thereafter.

Reason: To meet the requirements of London Plan policies 5.12 and 5.13 and to reduce the impact of flooding both to and from the proposed development and third parties.

15 A) No development other than demolition to existing ground level in each phase shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological investigation in accordance with a Written Scheme of Investigation.

C) If heritage assets of archaeological interest are

identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing. D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

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

- a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.
- b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.
- c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall

commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

- d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.
- e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.
- f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved components.

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

(ii) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any

contamination be identified that could present an unacceptable risk to controlled waters.

(iii) Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved. Reason: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

(iv) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it is demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details Reason: To comply with National Planning Policy Framework (NPPF) paragraph 109 and to protect the local and natural environment from unacceptable levels of water pollution.

(v) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to

underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to controlled waters.

20 Full particulars and details of the CHP system for the South Street Car Park residential scheme, including the extract flue and dispersion modelling shall be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.

The details of the CHP system shall be specified to include ultra low NO_x CHP equipment. The details shall include:

- The make and model of the system and details of the additional abatement technology that has been investigated for fitment to reduce air pollution emissions.
- A life cycle analysis showing a net benefit to carbon emissions from the plant.
- The type, height and location of the flue/chimney (including calculations details regarding the height of the flue/chimney).
- Certification for use of the flue/chimney in a smoke control area.
- Information on the fuel, fuel feed system, the fuel supply chain and the arrangements that have been investigated to secure fuel. Fuel usage shall be monitored for 3 years from the first operation of the plant. Details of fuel usage shall be forwarded to the Local Planning Authority annually, the first report to be forwarded 1 year after the commencement of operation of the plant.
- A breakdown of emissions factors of nitrogen oxides (NO_x), particulates and any other harmful emissions from the gas fired CHP and details of any mitigation measures to reduce emissions to an acceptable level.
- An assessment of the impact of the emissions to ground level concentrations and any additional impact to surrounding buildings/ structure.

The CHP system shall be installed strictly in accordance with the details so approved, shall be implemented and fully operational prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change

therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: The site is within an Air Quality Management Area where development is required to be designed to mitigate the impact of poor air.

26(i) The arrangements for storage of refuse and recyclable materials including the collection arrangements shown on the approved drawings for the Old Town Hall part of the site shall be implemented in accordance with the approved details before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

(ii) Details of arrangements for storage of refuse and recycling materials for the South Street Car Park part of the site shall be submitted to and approved in writing before any part of the development hereby permitted commences and the approved arrangements shall be completed before any part of the development hereby approved 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 an acceptable location.

(iii) A Refuse and Recycling Management Plan for the South Street Car Park part of the site shall be submitted and approved by the Local Planning Authority before the first occupation of each phase and shall be implemented in accordance with the approved plans and maintained permanently thereafter

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

30 Before any part of the Old Town Hall part of the site hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided in accordance with details submitted and approved and the bicycle parking/storage facilities shall be 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.

34(i) A minimum of 10 hotel rooms in the Old Town Hall part of the site shall be units capable of occupation by wheelchair users. The units to be wheelchair adaptable are Nos 012, 016, 017, 020, 021, 022, 023, 112, 115, and 212 and shall be constructed in accordance with the standards set out in the Mayor of London's Town Centres Supplementary Planning Guidance 2014.

Reason: To comply with Policy 3.8 of the London Plan 2015 and to provide accommodation choice for all visitors.

(ii) A minimum of 6 units in the South Street Car Park part of the site shall be constructed to be capable of occupation by wheelchair users. The units to be wheelchair adaptable are units 00.11; 01.12; 02.12; 03.12; 04.01; 04.03 as shown on plan 13.105.18 Rev B and shall be constructed in accordance with the standards set out in the Mayor of London's Housing Supplementary Planning Guidance 2012.

Reason: To comply with Policy 3.8 of the London Plan 2015 and to provide housing choice

39 The 2 independent restaurants shown on the Basement plans proposed Nos 2863-A100A P02-01 and 100B P02-01 and Ground Floor plans proposed Nos 2863-A 101 P02-01 within the Old Town Hall part of the site shall be used for Class A3 restaurant/café use and for no other purpose (including any other purpose in Class A of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To comply with the submitted plans and Policy BE1 of the Unitary Development Plan and in order to enable the Council to reconsider any change of use with regard to the listed building and in the interests of the amenities of the area and the vitality and viability of the town centre.'

**4.7
BROMLEY TOWN CENTRE
CONSERVATION AREA**

**(16/01176/LBC) - Old Town Hall, 30 Tweedy Road,
Bromley BR1 3FE**

Description of application – 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 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 1 bed, 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.

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

An amended list of plans to replace those set out in Condition 2 on pages 110-111 of the report was circulated to Members.

The Planning Officer informed Members that should the application be permitted, minor changes would be required to the conditions outlined in the report.

Members having considered the report, objections and representations, **RESOLVED that LISTED**

BUILDING CONSENT BE GRANTED as

recommended, subject to the conditions set out in the report of the Chief Planner with the following conditions amended to read:-

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

NTR Addendum Planning Statement (Mar 2016); Bermanguedesstretton Addendum Design and Access Statement (Jan 2015); Royal Haskoning DHV Transport Assessment (December 2014); Royal Haskoning DHV Framework Travel Plan (November 2014); Royal Haskoning DHV Delivery and Servicing Plan (December 2014); Heritage Statement (December 2014); Addendum to Heritage Statement (Jan 2016); GL Hearn Daylight and Sunlight Report (December 2014); Statement of Community Involvement (December 2014); CgMs Archaeological Desk Based Assessment (November 2014); idom Merebrook Phase 1 Geo-Environmental Assessment (December 2014); idom Merebrook Air Quality Assessment (November 2014); idom Merebrook Environmental Noise Assessment (November 2014); Ecology Consultancy – Preliminary Ecological Assessment and \Preliminary Bat Roost assessment

(July 2014) and Update (24.07.2015); The Design Collective Energy Strategy Report (August 2014); Forbes-Laird Arboricultural Consultancy Tree Report (December 2014); Area Schedule (Rev B) by Guy Holloway 13.105

Materials palette for South Street Car Park by Guy Holloway received on 26.08.2015;

Main Extension Materials Board by beremanguedesstretton on 26.08.2015

Additional Roof plant details received 07.07.2015

Details of United Anodiers product Anolok received 07.07.2015

Letters from NTR dated May 12th 2015; July 3rd 2015;

OLD TOWN HALL DRAWINGS - 2863

Site plans - A-001 P02-02; A-002 P02-01; A-003 P02-01; A-1001 02-02; A-1002 P02-02; A-1003 P02-02;

Existing plans - A-010A Rev. P02-01; A-010B Rev. P02-01; 011 Rev. P02-01; A-012A Rev. P02-01; A-012B Rev. P02-01; A-013 Rev. P2 P02-01;

Demolition plans - A-015A Rev. P02-01; A-015B Rev. P02-01; A-016 Rev. P02-01; A-017A Rev. P02-01; A-017B Rev. P02-01; A-018 Rev. P02-01;

Proposed floor plans - A-100A P02-01; A-100B P02-01; A-101 P02-01; A-102 P02-01.; A-103A P02-01; A-103B P02-01; A-104 Rev. P02-01; A-105 Rev. P02-01; A-106 Rev P02-01; A-171 Rev. P02-01

Fire Strategy Plans - A-180A Rev. P02-01; A-180B Rev. P02-01; A-181 Rev. P02-01; A-182 Rev. P02-01; A-183A Rev. P02-01; A-183B Rev. P02-01;

Existing and Proposed Elevations - A-200 Rev. P02-01; A-201 Rev. P02-01; A-202 Rev. P02-01; A-203 Rev. P02-01; A-204 Rev. P02-01; A-205 Rev. P02-01; A-206 Rev. P02-01; A-207 Rev. P02-01; A-208 Rev. P02-01; A-209 Rev. P02-01; A-210 Rev. P02-01; A-211 Rev. P02-01;

Proposed detailed elevations and bay studies - A-250 Rev. P02-01; A-251 Rev. P02-01; A-252 Rev. P02-01; A-253 Rev. P02-01; A-254 Rev. P02-01; A-255 Rev. P02-01; A-256 Rev. P02-01; A-257 Rev. P02-01;

Existing and Proposed sections - A-300 Rev. P02-01; A-301 Rev. P02-01; A-302 Rev. P02-01; A-303 Rev. P02-01; A-304 Rev. P02-01

Room Data Sheets - A-900 Rev. P02-01; A-901 Rev. P02-01; A-902 Rev. P02-01; A-903 Rev. P02-01; A-904 Rev. P02-01; A-905 Rev. P02-01; A-906 Rev. P02-01; A-907 Rev. P02-01; A-908 Rev. P02-01; A-909 Rev. P02-012; A-910 Rev. P02-012; A-920 Rev. P02-01; A-921 Rev. P02-01; A-922A Rev. P02-01; A-922B Rev. P02-01; A-922C Rev. P02-01; A-923A Rev. P02-01; A-923B Rev. P02-01; A-923C Rev. P02-01; A-924 Rev. P02-01; A-925 Rev. P02-01; A-926 Rev. P02-01; A-927A Rev. P02-01; A-927B Rev. P02-01; A-928 Rev. P02-01; A-929 Rev. P02-01; A-930 Rev. P02-01; A-931A Rev. P02-01; A-931B Rev. P02-01; A-932 Rev. P02-01; A-933A Rev. P02-01; A-933B Rev. P02-01; A-934A Rev. P02-01; A-934B Rev. P02-01; A-935A Rev. P02-01; A-935B Rev. P02-01; A-936 Rev. P02-01; A-937 Rev. P02-01; A-938 Rev. P02-01; A-939 Rev. P02-01;

Landscaping - A-150 Rev P1; 567_SK_10;
567_SK_12B; 567_SK_18; 567_SK_20;
567_SK_21A; 567_SK_22

Survey Drawings - 002-001 Rev. C; 002-002 Rev. E;
002.003 Rev. B; 002-004; 002-005; 002-006; 002-007;
002-008 Rev. C;

3D views: 2363-A-800 Rev P02-01; 2363-A-801 Rev
P02-01; 2363-A-802 Rev P02-01; 2363-A-803 Rev
P02-01; 2363-A-804 Rev P02-01; 2363-A-805 Rev
P02-01; 2363-A-806 Rev P02-01; 2363-A-807 Rev
P02-01; 2363-A-808 Rev P02-01; 2363-A-809 Rev
P02-01; 2363-A-810 Rev P02-01.

SOUTH STREET CAR PARK DRAWINGS

Site plans - 13.105.01 Rev A; 13.105.02 Rev. A;
13.105.03; 13.105.17 Rev. D;

Proposed Floor plans - 13.105.04; 13.105.05;
13.105.06 Rev. D; 13.105.07 Rev. D; 13.105.08 Rev.
D; 13.105.09 Rev. D; 13.105.10 Rev. D; 13.105.11
Rev. D; 13.105.18 Rev. B;

Proposed Elevations - 13.105.12 Rev. F; 13.105.13
Rev. D; 13.105.14 Rev. D; 13.105.15 Rev. D;
13.105.28 Rev. D; 13.105.29 Rev. B; 13.105.30 Rev.
B; 13.105.31 Rev. B; 13.105.34 Rev. A;

Proposed Sections - 13.105.16 Rev. E; 13.105.32
Rev. C; 13.105.33 Rev. A.'

The following condition was also added:-

6 All internal and external works of making good to the retained fabric of the building shall be finished to match the adjacent work with regard to methods used and to material colour, texture and profile. Details of the internal finishes of the accommodation within the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details and thereafter permanently retained on such.

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

**4.8
CRYSTAL PALACE**

**(16/01266/FULL1) - 130 Croydon Road, Penge
SE20 7YZ**

Description of application – Construction of a four storey residential block comprising 8 two bedroom self-contained units with basement car parking, landscaping, cycle and refuse stores.

Correction: It was reported that no objections to the application had been received, contrary to what was stated on page 133 of the report.

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

**4.9
FARNBOROUGH AND
CROFTON**

**(16/01510/FULL1) - 21A Hilda Vale Road,
Orpington BR5 7AN**

Description of application – Demolition of existing detached bungalow and garage and erection of 2 detached bungalows.

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

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

The Planning Officer informed Members that the Highways Division no longer objected to the application in regard to access.

Members having considered the report, objections and representations, **RESOLVED that the**

application be REFUSED for the following reasons:-

1 The proposal would result in an unsatisfactory overdevelopment of the site by reason of the number of dwellings and its location to the rear of the properties within Hilda Vale Road, which would be out of character with neighbouring development and the area in general thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.

2 The development would result in an increased use of the access road which by reason of its proximity to the adjoining properties of Hilda Vale Road and the general noise and disturbance associated with its use would be harmful to the amenities that those residents may be able to continue to enjoy thereby contrary to Policies BE1 and H7 of the UDP.

**4.10
PLAISTOW AND
SUNDRIDGE**

**(16/01534/FULL6) - 21 Edward Road, Bromley
BR1 3NG**

THIS REPORT WAS WITHDRAWN BY THE AGENT.

**4.11
BROMLEY COMMON AND
KESTON**

**(16/01554/FULL6) - 40 Barnet Drive, Bromley
BR2 8PQ**

Description of application – Single storey rear extensions, first floor front extension with roof alterations incorporating pitched roof and elevation alterations.

The application had been amended by revised plans received on 29 June 2016.

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

5 Prior to commencement of works, a full set of plans showing no encroachment onto the neighbouring property No. 42 Barnet Drive as shown on the indicative plans received by the Council on 29 June 2016, shall be submitted and approved in writing by the Local Planning Authority and maintained as such thereafter.

Reason: In the interests of neighbouring amenity and Policy BE1 of the Unitary Development Plan.

**4.12
BIGGIN HILL**

**(16/01580/FULL1) - 36 Village Green Avenue,
Biggin Hill TN16 3LN**

Description of application – Demolition of existing garage/workshop and erection of two storey detached 4 bedroom dwelling with parking and associated landscaping.

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

It was reported that Thames Water and Environmental Health had raised no objection to the application.

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

**4.13
BROMLEY COMMON AND
KESTON**

**(16/01713/FULL6) - 18 Oxhathw Crescent, Bromley
BR2 8BL**

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

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

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

**4.14
HAYES AND CONEY HALL**

**(16/01801/FULL6) - 132 Bourne Vale, Hayes,
Bromley BR2 7NZ**

Description of application – Part one/two storey front/side and rear extension.

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.

**4.15
PENGE AND CATOR**

**(16/01845/FULL6) - 235 Kent House Road,
Beckenham BR3 1JQ**

Description of application – Single storey side/rear extension.

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

**4.16
HAYES AND CONEY HALL**

**(16/01849/MATAMD) - 1 Pickhurst Green, Hayes
BR2 7QT**

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

**4.17
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

**(16/02174/FULL6) - 27 Croydon Road, Keston
BR2 6EA**

Description of application – Two storey rear extension, elevational alterations to include first floor front and side extensions and an alteration and enlargement to the roof to provide habitable accommodation within the roof space and front porch.

Oral representations in objection to and in support of the application were received at the meeting. It was reported that further objections and photographs received had been placed on file. Members having considered the report, objections and representations, **RESOLVED that the application be REFUSED** for the following reason:-
1 The proposed two storey rear extension, by reason of its proximity to the neighbouring property at no. 46 Forest Ridge and the number and location of the first floor windows and roof lights within the rear elevation, would give rise to an unacceptable degree of overlooking and result in a loss of privacy to the occupants of this neighbouring dwelling, thereby contrary to policy BE1 of the Unitary Development Plan.

SECTION 3

(Applications recommended for permission, approval or consent)

**4.18
BROMLEY TOWN**

**(15/05521/FULL1) - The Ravensbourne School,
Hayes Lane, Hayes, Bromley BR2 9EH**

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

**4.19
CHELSFIELD AND PRATTS
BOTTOM**

**(15/05533/FULL1) - Warren Road Primary School,
Warren Road, Orpington BR6 6JF**

Description of application – Proposed single storey infill extension.

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

**4.20
CHELSFIELD AND PRATTS
BOTTOM**

**(16/00515/FULL6) - 177 Warren Road, Orpington
BR6 6ES**

Description of application – Demolition of existing dwelling and erection of replacement dwelling.

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

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

**4.21
CHISLEHURST**

**(16/00993/FULL6) - 1 Slades Drive, Chislehurst
BR7 6JU**

Description of application – First floor rear extension.

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

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

**4.22
CHELSFIELD AND PRATTS
BOTTOM**

**(16/01843/FULL6) - 109 Borkwood Way, Orpington
BR6 9PE**

Description of application – First floor side extension.

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

**4.23
WEST WICKHAM**

**(16/02012/FULL6) - 36 Goodhart Way, West
Wickham BR4 0ES**

Description amended to read - Single storey detached garage.

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

**4.24
WEST WICKHAM**

**(16/02013/FULL6) - 36 Goodhart Way, West
Wickham BR4 0ES**

Description of application – Two storey side extension and replacement porch.

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

**4.25
PLAISTOW AND
SUNDRIDGE**

**(16/02066/RECON) - 49 Park Avenue, Bromley
BR1 4EG**

Description of application – Variation of condition 16 of permission 14/02727 (granted at appeal) to allow the substitution of revised plans for those named in the permission, providing a side dormer projection to accommodate a lift shaft.

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

4.26
CHISLEHURST

**(16/02161/FULL6) - 45 Sandy Ridge, Chislehurst
BR7 5DP**

Description of application – Part one/two storey side/rear extension, roof alterations to include increase in ridge height, alterations to the pitch and installation of Velux Cabrio rooflight to rear roofslope.

It was reported that further supporting comments had been received from the applicant.

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

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

SECTION 4

(Applications recommended for refusal or disapproval of details)

4.27
HAYES AND CONEY HALL

**(16/01214/RECON) - 39 Gates Green Road, West
Wickham BR4 9DE**

Description of application – roof alterations to incorporate rear dormer, two storey front/side and single storey rear extensions, canopy to front, elevational alterations, associated landscaping and patio to rear – revisions to planning permission reference 14/04129.

Oral representations in objection to and in support of the application were received at the meeting. It was reported that photographs received from the applicant together with an update from the agent, had been circulated to Members.

Members having considered the report, objections and representations, **RESOLVED that the application be REFUSED** for the reasons and informative set out in the report of the Chief Planner.

Members **FURTHER RESOLVED that ENFORCEMENT ACTION BE AUTHORISED to ensure the removal of the air-conditioning units, the reduction of the rear dormer and that materials comply with the works as approved under planning application reference 15/01102.**

6 TREE PRESERVATION ORDERS

**6.1
BROMLEY COMMON AND
KESTON**

**Objections to Tree Preservation Order (TPO) 2623
at Cranbrook, Holwood Park Avenue, Orpington
BR6 8NG**

Description amended to read:- 'Objections to Tree
Preservation order (TPO) 2623 at Cranbrook,
Holwood Park Avenue, Orpington, Kent BR6 8NG.'.

Members having considered the report and objections
**RESOLVED that TREE PRESERVATION ORDER
NO 2623** relating to three Blue Atlas cedar trees
located within the confines of Cranbrook, Holwood
Park Avenue, **BE CONFIRMED** as recommended in
the report of the Chief Planner.

The meeting ended at 8.37 pm

Chairman

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

Application No : 15/05633/REG3

Ward:
Cray Valley West

Address : Poverest Primary School Tillingbourne
Green Orpington BR5 2JD

OS Grid Ref: E: 546288 N: 167923

Applicant : Mr Mike Myles

Objections : NO

Description of Development:

Proposed one/two storey and first floor extension to existing primary school to provide a single form entry increase, internal and external elevational alterations, landscaping including the re-grading of land to provide ramped access between the buildings, provision of a multi-use games area with fencing, extension to the existing car park to provide 28 additional spaces, additional vehicular access and boundary treatment.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 23
Urban Open Space

Proposal

Full planning permission is sought for a proposed one/two storey and first floor extension to the existing primary school to provide a single form entry increase, internal and external elevational alterations, landscaping including the re-grading of the land to provide ramped access between the buildings, provision of a multi-use games area with fencing, extension to the existing car park to provide 28 additional spaces and new boundary treatment.

Location

Poverest Primary School is a single form entry school with two reception classes and two year one classes. The school caters for pupils from ages 4-11 and has a nursery unit for ages 0-3 years. It is proposed that the school will become two form entry increasing pupil numbers from 278 to 420 with 15 additional staff members, 69 in total.

The application site is 2.2ha in size and slopes steeply with the highest point in the south west of the site and the lowest point to the south-east. The majority of the buildings on site are located to the east and west of the site, separated by an area of grass. To the western side of the site is the dining hall and kitchen building. This is a single storey structure however due to the changes in land levels appears as

the most prominent building within the site. The main school building is to the east and appears as one and two storeys in height. The school is accessed via a short one-way road leading from Churchill Wood to the west with a small amount of off-road parking to the north-west of the school buildings. A number of mature trees are located along the northern boundary with a mature hedge forming the eastern boundary. The remainder of the boundaries comprise a mix of metal and wire mesh fencing. The site is designated as Urban Open Space.

The site has a Public Transport Accessibility Level (PTAL) rating of 2 (on a scale of 0 - 6 where 6 is the highest). The school is bounded to the east and south by residential dwellings, with an adult education centre to the west. To the north, the school faces an area of open space with residential dwellings approximately 140m from the school site.

Details of the proposal are as follows:

- Increase in Gross Internal Area of 959sqm
- Relocation of the dining hall and kitchen to a new two storey block adjoining the main school building measuring 12.3m in width and 28m in length with a first floor corridor extension along the spine of the school building to provide joined access at first floor level. Pupils will be able to access the first floor of the building directly from the playing fields, given the change in topography. A single storey plant, kitchen and bin store is proposed to the front of the two storey hall measuring 16m in depth and 6-13m in width.
- Elevational alterations to the new school building and the existing kitchen/dining block utilising buff brick and white/brown render facing materials
- Increase in car parking spaces from 15 to 34 for the school and 9 for the nursery
- Landscaping including the construction of a ramp and hardstanding leading from the new reception/nursery block to the school building
- Construction of a MUGA adjacent to the car park, between the two buildings with 3.1m high weldmesh fencing.
- Landscaping throughout the site

The application is supported by the following documents and reports with their findings summarised as follows:

Planning Policy and Education Statement (February 2016) - The report covers the specific need for increasing primary provision within this locality and the impact on the scheme upon the Urban Open Space. It is concluded that the scale, size and layout of the proposals will maintain the open character of the site and the wider Urban Open Space whilst there is a clear and evident need for school places within the Borough.

Preliminary Ecological Statement (November 2015) - The report concludes that there are no recommendations to be made regarding nature conservation sites. Wildlife and woodland on site should be retained and protected. The pond within

the wildlife garden should be enhanced. All recommendations made within the Daytime Bat Survey should be adhered to. Vegetation clearance should be undertaken outside of the bird nesting season. All excavations that need to be left overnight should be covered or fitted with mammal ramps.

Daytime Bat Survey (November 2015) - The report concludes that no bat roost was identified within the main school building or the dining block. It is unlikely bats will be found however if they are work should cease on site immediately and a qualified ecologist should be contacted. Habitat fragmentation can be minimised through the provision of unlit areas of planting, particularly to the south.

Arboricultural Impact Assessment (2nd February 2016) - The assessment states that 16 trees are to be removed, 2 of which are of moderate amenity value but none are highly visible or significant within the surrounding landscape. The hard-surfacing to be removed from the RPA of T46 will be required to be broken and removed by hand. Tree protection and methods within the report should be followed.

Chemical Interpretative Report (December 2015) - The report concluded that no elevated concentrations were identified within the tested samples, however asbestos fibres were identified within BH1. Suitable on site health and safety precautions should be taken by workers on site.

Phase 1 Desk Top Study (December 2015) - The report concluded that given the site is to be used by young children, a phase II intrusive investigation is required to assess potential risk to future site residents end users and to recommend any remediation, should any be required. Waste acceptance criteria tests are also recommended to be undertaken to classify the soil for suitable waste disposal purposes. A demolition and asbestos survey is also recommended to be undertaken prior to development.

Transport Assesment (January 2016) - The summary of the findings of the report states that the number of movements by public transport and bicycle are considered to be very low and of minimal impact. The report also demonstrates that the site has a low level of access by modes of transport other than the private car. Secure and covered cycle storage is provided within the site and can accommodate the predicted additional demand in accordance with the Council's standards. It is concluded that there are no highway or transportation reasons to object to the proposed development.

Drainage Design Report (April 2015) - The proposed foul drainage network will be entirely led by gravity to the site boundary. There is an existing foul water network onsite that the new network will connect to.

Energy Strategy Report (August 2016) – The Energy statement states that an overall reduction of 35.7% in carbon dioxide emissions in line with the requirements of the London Plan (2015).

The application is also accompanied by a Design and Access Statement in which the applicant submits the following points in support of the application (summary):

- The relocation of the dining hall means that pupils will not have to take an external route in order to have their lunchtime meal.
- The tower is to be refurbished so it forms part of the school
- The creation of the new reception area to the main school building gives the school a clearly visible, and identifiable entrance point.
- Community consultation was undertaken prior to submitting the planning application
- The school becomes more compact
- No loss of useable play space
- Improved access to first floor teaching space
- Good access for construction traffic and ability to safeguard children
- The design is robust, hard-wearing, economic and sustainable
- The existing chimney will be clad with white and grey composite panels with remaining brick thermally upgraded
- Solar shading is provided to the south facing elevation of the new reception/nursery block to manage heat gain in the summer
- A total of 46 trees and 8 groups are located around the school site with one of high amenity value. The proposals require the removal of 10 trees, with one being of moderate value.
- The development will provide nesting/roosting habitats including the installation of nest boxes and bat boxes

Consultations

Nearby owners/occupiers were notified of the application by letter and a site notice was also displayed. No representations were forthcoming.

Consultee Comments

Highways

Poverest Primary School is located between Poverest Road and Tillingbourne Green. The main entrance and the vehicular access is in Tillingbourne Green and there is a pedestrian access from Poverest Road. The section of Tillingbourne Green by the school is one-way from Church Hill Wood. The site is within a low (2) PTAL area.

The school currently has 278 pupils on the school roll with 54 staff. The proposal is to have 420 pupils and an additional 15 staff once the school is full. This will increase year on year with a new reception class each year moving through the school. There is also a nursery on the site which currently has 18 children with 4 staff. This is proposed to increase to 53 children with 11 staff.

There are 15 parking spaces on the site and this will increase to 34 spaces for the school and 9 spaces for the nursery.

Staff

A Transport Statement (TS) was included as part of the planning application. A staff survey was carried out in November 2015 which showed the following modes of travel with a pro rata estimate for the additional staff. The survey covered 44 of the 54 staff.

Mode	Surveyed staff	Mode,%	Current staff	Add'l staff
Walk (all the way)	2	5.0	3	2
Car (straight from home)	38	86.0	47	13
Car (stopping to pick up)	1	2.25	1	
Rail	1	2.25	1	
Cycle	1	2.25	1	
Bus	1	2.25	1	
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Totals	44	100	54	15

Extrapolating the survey to cover all the staff would indicate that a potential 60 staff could drive to the school with an additional 9 nursery staff (if the same modal split is used). Not all staff are full time. As there are an additional 28 parking spaces being provided these will accommodate the new staff who drive to the school and also some of the staff who currently park on street. The plans show amendments to the accesses to the car park with one being widened and one now redundant. The layout will need to be agreed with Area management.

Pupils

The modes of travel for pupils, with an estimate for the increased numbers are shown in the table below. This is based on the assumptions that the existing proportions of modes of travel will be the same for the new pupils and the catchment area for the school will not significantly change.

Mode	Current pupils	Mode %	Add'l pupils
Walk (all the way)	95	35.0	50
Car (straight from home)	129	47.5	68
Car (share)	3	1.0	1
Park & Stride	12	4.5	6
Bus	22	8.0	11
Cycle/scooter	11	4.0	6
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Totals	272	100	142

This shows an additional 68 vehicles associated with pupils once the school has reached capacity.

The operating times of the nursery are slightly different than the school. The school starts at 08.45 and the nursery morning session at 09.00. The school finished at 15.10 or 15.20 and the nursery afternoon session finishes at 16.00. However, the earliest arrivals at the nursery are likely to be when the last of the school traffic is there in the morning although in the afternoon the finish times have a wider separation.

Parking surveys

Parking surveys were carried out in November 2015. Based on the surveys there was a total parking demand identified of 130 vehicles in the morning peak, which is likely to include the nursery and 74 vehicles in the afternoon. The maximum demand for parents parking at any one time was 39 vehicles during the morning drop off and 21 vehicles during the afternoon pick up. It is not clear why there are parents surveyed picking children up before 2.30pm given the school finishing times unless these are associated with the nursery.

There is no indication about any changes to the catchment area. Applying the same modal split as with the existing situation, the increase in pupil numbers will generate an additional 68 car trips adjacent to the School for pupil drop-off and pick-up times.

Currently parents are parking mainly in Tillingbourne Green with a few in the nearby roads. When the Highways Officer was on site during the afternoon period there was some parking very close to the Tillingbourne Green / Lee Green junction but there appeared no serious issues.

The TS identified a number of available parking spaces within about 200m with a minimum of 79 spaces in the morning and 71 in the afternoon. These spaces are mainly in Tillingbourne Green and Englefield Crescent. Parents look to park as close to the school as possible so issues could arise if parents start parking in more inappropriate locations but there is capacity in these roads to accommodate more short term parking.

Servicing

The current servicing arrangements are that delivery and refuse collection vehicles normally stop on Tillingbourne Green. This will not change with the proposed expansion.

Road Safety

There were a number of accidents in the roads around the site although none in Tillingbourne Green.

Mitigation measures

There were no mitigation measures proposed.

Construction phase

A detailed construction management plan will be needed if permission is forthcoming.

Cycle parking

It is not clear how many cycle spaces there are currently on the site but the proposal is for an additional 16 spaces to be provided. Given the number of staff and pupils who travel by bike this would seem adequate. Any increase in demand should be covered by the Travel Plan.

Conclusions

There are short term parking and congestion issues around most schools in the Borough during drop off and pick up times and the current situation here does not appear to be particularly worse than at other schools. The section of Tillingbourne Green fronting the school does not have any houses and there does not seem to be a particularly high level of non-school related on-street parking nearby.

The increase in pupils is likely to increase the area over which parking takes place. It is not possible to second guess what people will do in the future should the school expand but surveys shown in the TS indicate there is spare capacity in surrounding roads for additional short term parking. These are obviously further from the school than where parents are parking at present.

The School Travel Plan should be updated to take account of the additional pupils and staff. No objections are made to the scheme subject to conditions

Transport for London

The site of the proposed development is located approximately 650m from the A224 Cray Avenue which forms part of the Strategic Road Network (SRN). While the Local Planning Authority is also the Highway Authority for those roads, TfL is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

The London Plan cycle parking standards detailed in Table 5.1 of the Transport Assessment are incorrect. The proposed development requires an additional 19 long stay spaces and 1 short stay space for the school and an additional 5 long stay spaces for the nursery. The uplift in cycle parking should be secured by condition.

Given the proposed uplift in car parking on site it is disappointing that the school Travel Plan has not been appended to the Transport Assessment together with updated targets to reduce car travel to the site. In addition, it would have been useful to have included a plan detailing the postcodes of existing pupils and staff. Regardless of the limitations of the Transport Assessment provided, subject to the above, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN).

Sport England

It is understood that the site forms part of, or constitutes a playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England'.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Multi Use Games Area (MUGA) with fencing

This aspect of the proposed development involves the construction of a fenced Multi Use Games Area.

The proposed MUGA would appear to be sited on existing playing field.

As this aspect of the development is for the provision of an outdoor sports facility and the provision of which would be of sufficient benefit to the development of sport, this aspect of the proposal is considered to meet exception E5 of the above policy.

Proposed one/two storey and first floor extension to existing primary school, extension to the existing car park to provide 28 additional spaces and additional vehicular access and boundary treatment

Having assessed the application, Sport England is satisfied that these aspects of the proposed development broadly meet the following Sport England Policy exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

This being the case, Sport England does not wish to raise an objection to this application.

Metropolitan Police

It is believed that this development, should it proceed, should be built to achieve security specifications required with the guidance of Secured by Design (New Schools 2014), and the adoption of these standards will help to reduce the

opportunity for crime, creating a safer, more secure and sustainable environment. That said, to achieve this; extension / renovations would require that every exterior window and door in easy access would need to be changed (or already be tested and accredited).

It is not possible to achieve secured by design in say, and extension to an existing development when the interior doors lead from the new build directly through to the older part of the school. There would need to be some degree of a divide between the two, at the least, in the shape of a tested lockable door. I understand that within a school, this might not prove to be practicable.

I am otherwise happy to liaise and consult with the school regarding wider security improvements.

Employing the standards and principles of Secured by Design will provide a sensible and practical level of security, which will not adversely affect the efficient running of the school, is essential to the successful teaching and learning environment.

The majority of criminal incidents in schools relate to property crime. This is because modern schools contain a vast array of portable and desirable goods with a ready market, such as personal computers, laptops, digital projectors and other valuable equipment.

Other crimes that occur, particularly in our larger cities, are acts of vandalism, such as graffiti, arson and assaults. Assaults range from staff being physically assaulted by parents and students, to bullying by one or more students against another. In more recent times 'cyber' bullying has become a noticeable problem in schools, although there are now software solutions that are proving to be most effective. The victims of school crime can also extend beyond the staff and students as many schools open into the evenings and at weekends for use by the local community for activities such as adult education, sport and social events.

Historic England

No Archaeological Requirement

Environmental Health (Pollution)

The assessment finds no significant contamination other than one location where Chrysotile asbestos fibres were located. The report finds that this poses a low risk to ground workers only and this will be managed by appropriate health and safety measures during construction. No further remediation is required. I would recommend that the following informative is attached:

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.

Noise

There is likely to be a small but noticeable increase in general noise from increase in children and vehicle movements but this is unlikely to be significant in acoustic terms.

The main concern would be noise from use of the MUGA. If this is for use by the school only I would not object subject to a condition to prevent hires or use of the MUGA except directly by the School and for inter-School competitions etc. I would also recommend a restrictive condition to restrict hours of use of the MUGA to 8am to 6pm Monday-Friday only. If they wish to have expanded use then I would suggest that we need an acoustic assessment to comment on the feasibility of this. I would recommend that the following informative is attached:

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

Lighting

I am presuming no lighting is provided to the MUGA but if this is not correct then we would need to see the details. Other lighting is unlikely to have a significant impact on amenity but could be conditioned for submission of details prior to commencement if it is considered necessary.

Air Quality

I would recommend that the following conditions are attached:

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14

- o Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development) has been submitted to and approved in writing by the Local Planning

Authority. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

Reason: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and to minimise the impact of construction activities on local air quality in accordance with London Plan Policy 7.14.

Thames Water

No Objections

Drainage

It is confirmed that the submitted Drainage Design Report carried out by ellis+moore Consulting Engineers dated 20/04/2015 is in principle acceptable.

At the detailed stage of the strategy, we expect the applicant to provide more details about the proposed water butts, the construction materials of the car parking and MUGA including the storage capacity of the sub base and detailed calculations demonstrating that the storage capacity is sufficient to reduce surface water run-off to greenfield rate. No in principle objections subject to conditions.

Natural England

No comments

Tree Officer

The proposal will require the loss of a number of trees along the edge of the existing car park. These trees are visible from Tillingbourne Green and form part of an earlier landscape arrangement. The trees are of limited value based on future retention span and past management. A number of the trees proposed for removal are of poor form and will require a level of correctional management, regardless of the development application. The trees are considered replaceable as part of the new landscape scheme. There would appear to be scope to replant trees along the boundaries of the proposed car park extension.

It is recommended that conditions are applied to secure details of tree planting, in the event that planning permission is granted.

Planning Considerations

The Most Relevant Unitary Development Plan (2006) policies include the following:

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
C7 Educational and Pre-School Facilities
ER10 Light Pollution
G8 Urban Open Space

- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- NE12 Landscape Quality and character
- T2 Assessment of transport effects
- T3 Parking
- T5 Access for people with restricted mobility
- T6 Pedestrians
- T7 Cyclists
- T8 Other Road users
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

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

The Draft Local Plan is a material consideration (albeit of limited weight at this stage). Of relevance to this application are policies:

- 6.5 Education
- 6.6 Educational Facilities
- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.3 Development and Nature Conservation
- 8.4 Wildlife Features
- 8.6 Protected Species
- 8.7 Development and trees
- 8.11 Landscape Quality and Character
- 8:20 Urban Open Space
- 8.22 Outdoor Recreation and Leisure
- 8.23 Outdoor Sport, Recreation and Leisure
- 10.4 Sustainable Urban Drainage Systems
- 10.6 Noise Pollution
- 10.7 Air Quality
- 10.9 Light Pollution
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy
- 11.1 Delivery and implementation of the Local Plan

In strategic terms the London Plan 2015 which now also includes the Minor Alterations to Housing and Parking Standards approved in March 2016. The relevant policies are:

- 2.6 Outer London: vision and strategy
- 2.18 Green Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.18 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing our Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting open space and Addressing Deficiency
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodland
- 8.1 Implementation

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

Accessible London: Achieving an Inclusive Environment" (2014)
Sustainable Design and Construction (2014)

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account. The most relevant paragraphs of the NPPF include:

- 14: achieving sustainable development
- 17: principles of planning
- 56 to 66: design of development

69 - 70, 73 - 74: promoting healthy communities
96 - 103: climate change and flooding
109 -111, 118, 120 - 121, 121: nature conservation and biodiversity

The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Planning History

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

05/04185/DEEM3 - Conversion of soft landscape to tarmac within playground of autistic spectrum disorders unit - Permitted

06/01551/FULL1 - Storage container in playground RETROSPECTIVE APPLICATION - Permitted

07/02439/FULL1 - Canopy in infant playground - Permitted

07/02824/DEEM3 - Formation of children's play area on land adjacent to Cray Valley Road including canopy and 1.2m high chain-link fencing - Permitted

15/03538/FULL1 - UPVC doors to northern, southern and eastern elevations - Permitted

Conclusions

The main issues to be considered are:

- Principle of Development - including development within the Urban Open Space
- Scale, layout and design
- Impact on nearby residential dwellings
- Parking and cycling provision and Highways impacts
- Trees, Ecology and landscaping
- Loss of playing fields
- Flooding and Drainage
- Sustainability and Energy
- Pollution and Contamination

Principle of Development

UDP Policy C7, London Plan Policy 3.18 and paragraph 72 of the National Planning Policy Framework set out requirements for the provision of new schools and school places.

The NPPF, para 72 states that:

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

London Plan Policy 3.18 encourages new and expanding school facilities particularly those which address the current predicted shortage of primary school places.

Draft Policy 6.5 of the emerging Local Plan defines existing school sites as 'Education Land.' Policies 6.5 and 6.6 of the Draft Local Plan support the delivery of education facilities unless there are demonstrably negative impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations. In the first instance, opportunities should be taken to maximise the use of existing Education Land. Paragraph 216 of the NPPF enables due weight to be given to emerging policies depending on their degree of consistency with the policies in the Framework. In this instance it is considered that there is significant compliance with existing policies and so greater weight can be given to the emerging policies.

UDP Policy C7 supports applications for new or extensions to existing schools provided they are located so as to maximise access by means other than the car.

Policy G8 of the UDP permits built development on Urban Open Space only in the following instances:

- (i) where it is related to the existing use or
- (ii) is small scale and supports the outdoor recreational uses or children's play facilities on site or
- (iii) any replacement buildings do not exceed the site coverage of existing development on the site.

This approach is further emphasised in Draft Policy 8.20 which, in relation to schools, further states "where there is a demonstrable need for additional educational buildings sensitive siting will be sought to ensure that the impact on the open nature of the site is limited as far as possible without compromising the educational requirements".

The proposal cannot be considered to be small scale given the size and scale of the extensions and the increase in pupil and staff numbers, but as an intensification of an existing school site it could be considered an appropriate form of development in principle.

The extensions to the school are within nearby proximity to the existing school buildings and are sited in a manner which consolidates the built form on the site.

Due to the topography of the land, when viewed from the south and west, the extension to the school appears as single storey which is considered beneficial in respect of the retention of the openness of the site. The proposed built form maintains the open character of the west and south portion of the site and will be minimally visible from the southern residential area due to the location of mature planting along the south boundary. It is noted that the proposed MUGA will be enclosed by a 3.1m high chain link fence which is sited within a centralised position between the two school buildings. Whilst this is considered to encroach onto the open setting of the playing fields, given the fencing specification, views through the fencing are retained and may be considered acceptable. From the north, given the extension to the car parking, increased landscaping and the introduction of the MUGA, the site appears more urbanised and views of the playing fields to the rear may be partially obscured when viewed from Tillingbourne Green. However, whilst it is appreciated that the open space provides a function, its role when viewed from Tillingbourne Green is considered to be limited given the topography of the land which precludes most of the site being viewed from the north as existing. On balance, the impact of the scheme upon the Urban Open Space is considered to be acceptable.

In terms of need, the Bromley Primary and Secondary School Plan (2015) confirms that the number of reception places in the Borough will need to increase by 4081 by 2018 to meet demand. The Plan specifically recommends the expansion of Poverest Primary School from 1FE to 2FE. Minutes from the School Places Working Group Meeting on the 15th November 2015 confirms that Members support the expansion of Poverest Primary School from 1FE to 2FE.

The scheme is considered compliant with paragraph 72 of the National Planning Policy Framework (2012) in that it will contribute towards providing a 'sufficient choice of places'. It is also considered to meet the requirements of Policy 3.18 of the London Plan which supports the 'provision of childcare, primary and secondary school... facilities adequate to meet the demands of a growing population and to enable greater educational choice'. The scheme is also considered compliant with Policy C7 of the Unitary Development Plan, in that it seeks to extend existing school sites where located in a sustainable location and accessible by other forms of transport

Scale, siting, materials, design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, indivisible from good planning and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings and public and private spaces. Developments are required to respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments, achieving the highest standards of inclusive design to ensure that it can be used safely, easily and with dignity by all (Para.3.114, London Plan).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, complement the scale, form, layout and materials of adjacent buildings and should respect the amenity of the occupiers of neighbouring buildings. Furthermore, the application of a high quality palette of materials is required as well as a high quality landscaping scheme demonstrating that the vast majority of trees on and around the site are to be retained.

The extensions to the school are close to the existing school building and are sited in a manner which consolidates the built form on the site. The proposed development of the main single/two storey extension will project 12.3m in width and 28m in length with a first floor corridor extension along the spine of the school building to provide joined access at first floor level, only visible to the north. The first floor extension will be sited no higher than the ridge of the existing school building, and will provide visual interest through the inclusion of coloured composite panelling when viewed from the north. The two storey extension is connected to the existing school building by a two storey glazed link which also acts as the new entrance/reception area, with the cumulative width of the extension measuring 22.6m from the original school building. Pupils will be able to access the first floor of the building directly from the playing fields, given the change in topography. A single storey plant, kitchen and bin store is proposed to the front of the two storey hall measuring 16m in depth and 6-13m in width.

The extensions to the school are not considered dis-proportionate to the size and scale of the existing buildings, nor the wider school site. The two storey extension projects no further towards the highway than the existing school building, with the single storey element retaining a 4.6m gap to the northern boundary which is considered acceptable. Solar panels are proposed on the roof of the hall extension, however given their centralised siting, will not be visible from the wider public realm. The scaling of the proposed buildings allows for a legible scheme, with the entrance/reception appearing more prominent when accessing the site from Tillingbourne Green. A varied palette of high quality materials are proposed to be utilised inclusive of buff brick, coloured composite panels and a minimal use of render. The proposed materials are considered to be well thought out and allow for the extension to appear as a high quality addition to the existing school building. Further alterations are proposed to the existing elevations of the school building to bring a more holistic approach to the scheme throughout the site, inclusive of the single storey dining/hall block. The window arrangements add interest to the design and relate well the proposed landscaping, specifically on the southern elevation with the proposed amphitheatre.

Of some concern to Officers was the utilisation of the white composite panelling to the existing chimney and high level plant room on the existing dining hall block, in terms of longevity of the colouring and the impact of the weather on the materials given the exposed location of the block. This element of the scheme, given the topography of the land, will be the only element of the application highly visible to the south and therefore the treatment of the facades is important in this regard. Should permission be forthcoming, further details of these materials will be required to be submitted prior to the development commencing to ensure that they

are of the highest quality. Given the range and layout of other high quality materials proposed to this element of the scheme, on balance Officers consider the alterations to the elevations acceptable.

On balance, the overall design, siting and size of the proposed extensions are considered acceptable subject to an assessment of all other matters including impact upon residential amenity, loss of playing fields and highways matters.

The proposal should also incorporate Secured by Design principles (as required by Policy BE1 (vii)) to take account of crime prevention and community safety. A condition securing measures to minimise the risk of crime is attached.

Enhanced sports provision and loss of playing fields:

The NPPF (para. 74) and the London Plan (Policy 3.19) preclude the loss of open space, sports and recreational land, including playing fields. Temporary facilities may provide the means of mitigating any loss as part of proposals for permanent re-provision. Wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. Policy L6 of the UDP seeks to protect the loss of playing fields.

It is understood that the site forms part of a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England'.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Sport England have considered the proposed scheme in two parts:

Multi Use Games Area (MUGA) with fencing

This aspect of the proposed development involves the construction of a fenced Multi Use Games Area.

The proposed MUGA would appear to be sited on existing playing field. As this aspect of the development is for the provision of an outdoor sports facility and the provision of which would be of sufficient benefit to the development of sport, this aspect of the proposal is considered to meet exception E5 of the above policy.

Proposed one/two storey and first floor extension to existing primary school, extension to the existing car park to provide 28 additional spaces and additional vehicular access and boundary treatment

Having assessed the application, Sport England is satisfied that these aspects of the proposed development broadly meet the following Sport England Policy exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

Sport England raise no objections to the loss of the playing fields.

The NPPF says that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of Communities (para. 73). The London Plan (at policy 3.18) encourages proposals which maximize the extended or multiple use of educational facilities for community or recreational use. Policy C8 of the UDP also supports proposals which bring about the beneficial and efficient use of educational land for and by the community provided that the privacy and amenities of adjacent properties are safeguarded and the proposal does not adversely impact on on-street parking or highway safety.

The application proposes the siting of a MUGA between the two school buildings on land currently utilised as playing fields and increased hardstanding in the form of ramps and pathways to give level and easy access between the two buildings. The new MUGA includes the erection of new perimeter fencing of 3.1m in height constructed of weldmesh which would retain views through the site. The proposed fencing is clearly necessary to enable the appropriate use of the MUGA and given that limited views of this are restricted to the north of the site and will not be overtly visible to surrounding residential properties, Officers consider the siting of the games area acceptable and will not adversely impact upon the urban open space. No floodlighting to the pitches is proposed therefore the times of the day in which they can be used is limited. The MUGA will not be available to be used by the public and will not be available to be used outside of school operating hours. Should permission be forthcoming a condition can be added to restrict the use of the outdoor games area to the school and other educational activity between stated hours. Overall, it is considered that the proposed development successfully achieves the standards of inclusive and accessible design as required by the London Plan. Should the proposal be considered acceptable overall, conditions restricting the hours of use of the sports pitches, precluding the use of floodlighting and requiring details of the proposed fencing are recommended.

Access Road, Highways and Parking

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of

movement should be supported by a TA. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Proposals relating to primary schools will also be required to produce and adopt a School Travel Plan (Policy C7) identifying measures which will assist in reductions in car usage, reduced traffic speeds and improved safety particularly for pedestrians and cyclists. Policies T1, T2, T3, T6 and T18 of the UDP relate to the Council's requirements in terms of parking, transport assessments and highway safety in addition to London Plan Policies under Section 6 including Policies 6.8 - 6.10 & 6.13. The requirements for car parking are laid out within Table 6.2 of the London Plan and details of secure cycle parking spaces (for staff, pupils and visitors) should be provided in accordance with the standards set out in table 6.3.

Developments should provide adequate levels of parking provision suitable for the required use and taking into account the different modes of transport available near to the site to reduce car usage as identified in the Transport Assessment. The submitted assessment shows the likely trip generation in comparison and in addition to the existing use, with accompanying plans showing the servicing strategy, swept paths analysis and predicted car and cycle parking requirements.

The site has 2 car parks, one along the northern boundary for the main school building, and the other to the west of the site providing surface parking for us of the new reception/nursery block. Both car parks are existing and are proposed to be extended. The site is within a low (2) PTAL area.

There are 15 parking spaces on the site and this will increase to 34 spaces for the school and 9 spaces for the nursery.

Extrapolating the survey data submitted to cover all the staff would indicate that a potential 60 staff could drive to the school with an additional 9 nursery staff (if the same modal split is used). Not all staff are full time. As there are an additional 28 parking spaces being provided these will accommodate the new staff who drive to the school and also some of the staff who currently park on street. The plans show amendments to the accesses to the car park with one being widened and one now redundant.

The operating times of the nursery are slightly different than the school. The school starts at 08.45 and the nursery morning session at 09.00. The school finished at 15.10 or 15.20 and the nursery afternoon session finishes at 16.00. However, the earliest arrivals at the nursery are likely to be when the last of the school traffic is there in the morning although in the afternoon the finish times have a wider separation.

Parking surveys were carried out in November 2015. Based on the surveys there was a total parking demand identified of 130 vehicles in the morning peak, which is likely to include the nursery and 74 vehicles in the afternoon. The maximum demand for parents parking at any one time was 39 vehicles during the morning drop off and 21 vehicles during the afternoon pick up. It is not clear why there are parents surveyed picking children up before 2.30pm given the school finishing times unless these are associated with the nursery.

There is no indication about any changes to the catchment area. Applying the same modal split as with the existing situation, the increase in pupil numbers will generate an additional 68 car trips adjacent to the School for pupil drop-off and pick-up times.

Currently parents are parking mainly in Tillingbourne Green with a few in the nearby roads. When the Highways Officer was on site during the afternoon period there was some parking very close to the Tillingbourne Green / Lee Green junction but there appeared no serious issues.

The TS identified a number of available parking spaces within about 200m with a minimum of 79 spaces in the morning and 71 in the afternoon. These spaces are mainly in Tillingbourne Green and Englefield Crescent. Parents look to park as close to the school as possible so issues could arise if parents start parking in more inappropriate locations but there is capacity in these roads to accommodate more short term parking.

Officers consider that the supporting information supplied by the Applicant with regard to highways and parking is found to be acceptable. Sufficient off street parking has been provided within the site and the travel survey found suitable parking within the wider area suitable to accommodate the increase in pupil and staff numbers. The schools travel plan will be required to be updated regularly as the school expands over time.

Cycle parking

It is not clear how many cycle spaces there are currently on the site but the proposal is for an additional 16 spaces to be provided. Comments from TFL were received that state that The London Plan cycle parking standards detailed in Table 5.1 of the Transport Assessment are incorrect. The proposed development requires an additional 19 long stay spaces and 1 short stay space for the school and an additional 5 long stay spaces for the nursery. The uplift in cycle parking can be secured by condition.

Neighbouring Amenities

Given the siting of the proposed extensions relative to the existing school buildings it is unlikely that any particular harm would result in terms of residential amenity, due to the distances and the relationships between the existing school buildings and existing dwellings. The dwellings along Englefield Crescent are located over 100m from the front elevation of the school building, with those along Cray Valley Road and Poverest Road to the south being between 30-100m from the proposal

with views from this angle obscured by mature boundary planting. The siting of the proposed extensions will not, therefore, result in any potential for overlooking, loss of privacy, or a loss of light or overshadowing.

Whilst the materials proposed are of a modern design, which contrasts with the more traditional palette of materials found within the wider residential area, it is not considered that this would cause detrimental visual impact given the coloured panelling and cladding proposed being in keeping with the use of the site for educational purposes.

The car parking area is to be extended, however given the distances to neighbouring properties it is not considered that the additional vehicular movements would cause any further impact to residential amenity. All increased traffic pressures were found to be acceptable within the submitted traffic assessment. In terms of the presence of the MUGA, this again is sited away from residential properties and not available for use by the public which severely restricts the operational times of the outdoor sports facility. The use of this can also be conditioned.

The boundary treatment of the site is to be replaced, however apart from indicative 3D imaging; no finalised details as to this have been forthcoming. Details of the boundary fencing can be conditioned to be submitted.

Technical issues

Refuse and Recycling

The refuse and recycling on the site is proposed to be located internally within the school building. The store has capacity for up to seven bins within a suitable distance from the highway. The refuse and recycling arrangements are considered acceptable.

Drainage/Flooding/Contamination

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

The site is not located within a Flood Risk Area, however a FRA has been submitted as part of the application as well as a contamination assessment. No objections have been raised to any of the findings within these reports subject to conditions.

Trees and Ecology

Comments have been received by the Tree Officer in respect of the loss of the trees along the northern boundary of the site. The trees to be lost are of limited value and have a minimal retention span. A number of the trees proposed for

removal are of poor form and will require a level of correctional management. The trees are considered replaceable as part of the new landscape scheme. There would appear to be scope to replant trees along the boundaries of the proposed car park extension. Should permission be forthcoming, a detailed hard and soft landscaping plan can be submitted to ensure sufficient replacement planting is inserted along the front boundary of the school site and to enhance the overall aesthetics of the wider development area.

In terms of ecology, a bat survey has been submitted as part of the application documentation which concludes that no evidence of bats have been found in or around the school site. Nevertheless, policies NE2 and NE3 seek to protect sites and features which are of ecological interest and value and given the size and scale of the school site and the proposals, should permission be granted a condition will be added requiring ecological enhancement measures to be implemented throughout the site.

Sustainability and Energy:

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

In accordance with the energy hierarchy in policy 5.2 of the London Plan, updated following the implementation of the 2013 Building Regulations (see the Mayor's guidance: Energy Planning (guidance on preparing energy assessments (2015)), developments should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. The strategy shall include measures to allow the development to achieve a reduction in carbon dioxide emissions of 35% above that required by the 2013 Building Regulations. The development should also achieve a reduction in carbon dioxide emissions of at least 20% from on-site renewable energy generation.

An energy statement from the Applicant has been submitted. The Energy statement states that an overall reduction of 35.7% in carbon dioxide emissions in line with the requirements of Policy 5.2 of the London Plan (2015) through the use of a combination of energy efficiency improvements and PV panels. The proposal is therefore considered acceptable in respect of energy and sustainability. It would be appropriate to attach conditions requiring compliance with the energy statement.

Pollution and Contamination:

A Chemical Interpretative Report (December 2015) was submitted as part of the application. The report concluded that no elevated concentrations were identified

within the tested samples, however asbestos fibres were identified within BH1 and recommended that suitable on site health and safety precautions should be taken by workers on site.

A Phase 1 Desk Top Study (December 2015) was also submitted in which the report concluded that given the site is to be used by young children, a phase II intrusive investigation is required to assess potential risk to future site residents end users and to recommend any remediation, should any be required. A demolition and asbestos survey is also recommended to be undertaken prior to development which can be conditioned to be submitted.

Environmental Impact Assessment

The Council issued a Screening Opinion on 14th July 2016 pursuant to Regulation 5 confirming that the development would not be likely to have significant effects on the environment by virtue of its nature, size or location, thereby not generating a need for an Environmental Impact Assessment. It was considered that the application could be fully and properly assessed by way of technical reports without the need for a full EIA.

Conclusion

In terms of the impact on Urban Open Space, the application is well considered and takes account and addresses the changes in land levels throughout the site in order to mitigate the impact upon the wider area. Additionally, it is considered that the development has been sensitively designed to minimise its visual impact, would be imaginative and attractive to look at and would appear sympathetic to its surroundings.

Officers find no highways or environmental health issues with the proposal subject to a comprehensive schedule of conditions to be submitted throughout the development process. Parking is provided to a good level and no impact upon the wider highways network as a result of the development is expected to occur. Furthermore, subject to the submission of landscaping plans to be submitted, the loss of the trees on the site to facilitate the development is considered acceptable, with those to be removed of poor quality.

This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including third party representations. As discussed in this report the redevelopment of this site in the nature proposed is considered to make a positive contribution to this part of the borough in terms of providing a much needed educational facility, of a good standard of design. Consequently, it is recommended that the application be permitted.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

3 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any above ground works are commenced. A schedule for applying the approved render shall be submitted including the type of render and manufacturer and the procedure for application. 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 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 Details of a scheme of hard and soft 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 development is commenced. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

6 Prior to first occupation of the development hereby approved a scheme for any external lighting that is to be installed at the site, including measures

to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Policy BE1 of the UDP.

7 Use of the outside amenity areas only shall be restricted to use by Poverest Primary School only and shall not be used by the general public without express written permission from the Local Planning Authority.

Reason: In the interests of the protection of residential amenities in accordance with Policy BE1 of the Unitary Development Plan.

8 Before any part of the development hereby permitted is first occupied boundary enclosures, inclusive of the boundary enclosure to the MUGA, 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.

9 Ecological enhancement measures shall be fully implemented throughout the site, prior to completion of the development, including different types of bird boxes and feeding points, bat boxes and a Loggery for Stag Beetles. These measures shall be retained thereafter

Reason: In accordance with policy NE3 of the Unitary Development Plan and policy 7.19 of the London Plan.

10 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14

12 The proposed Multi-Use Games Area shall be used expressly by Poverest Primary School and for other inter-school competitions and shall not be hired out or used by any third parties. The proposed MUGA shall be used only between the hours of 8am-6pm Monday-Friday and not at any other time without written consent from the Local Planning Authority.

Reason: In order to protect the residential amenity of neighbouring properties and to allow for the Local Authority to make an assessment should arrangements change in compliance with Policy BE1 of the Unitary Development Plan and Policy 7.14 of the London Plan

13 Prior to the occupation of the development hereby permitted, a scheme identifying cycle parking for 19 long stay and 1 short stay space for the main school building and 5 long stay spaces for the nursery shall be submitted and approved in writing by the Local Planning Authority prior to the occupation of the development hereby permitted.

Reason: In accordance with Policy T18 and T3 of the Unitary Development Plan.

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

16 Within 6 months of the commencement of the use hereby permitted, a revised School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale

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

17 Prior to the commencement of the development hereby permitted a Construction Management Plan incorporating a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The plan should also include management of all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development). The Construction and Logistics 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 in accordance with London Plan Policy 7.14.

18

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

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

19 Unless otherwise agreed in writing by the Local Planning Authority, the trees hereby approved as part of the landscaping scheme shall be of standard nursery stock size in accordance with British Standard 3936:1980 (Nursery Stock art 1:Specification for Trees and Shrubs), and of native broad-leaved species where appropriate.

Reason: In order to comply with Policy NE8 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

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

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

21 The development shall be implemented in accordance with the Energy Strategy Report (August 2016) approved as part of the planning application in perpetuity.

Reason : In accordance with policy 5.2 of the London Plan (2015).

You are further informed that :

1 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

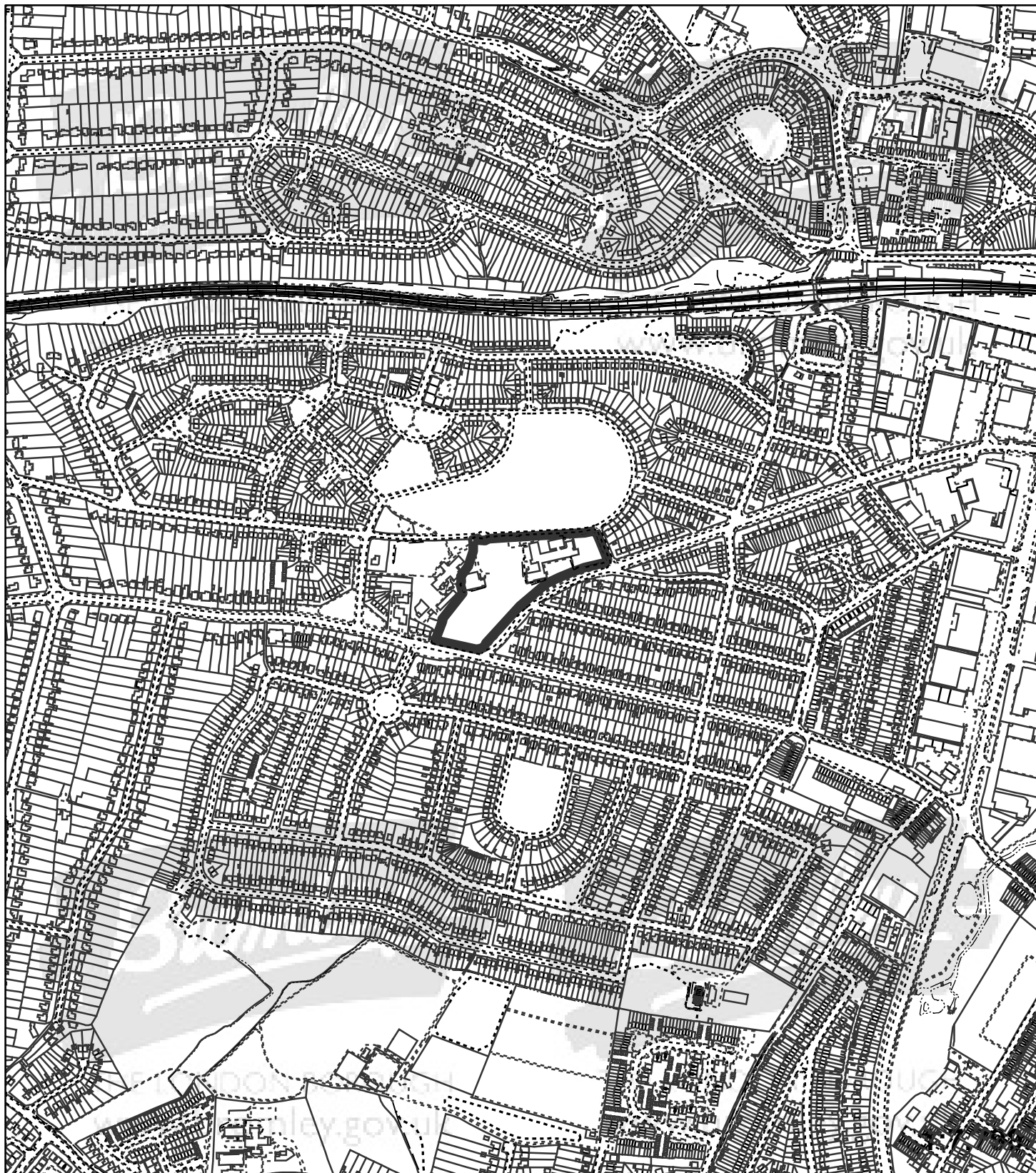
- 2 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 3 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.
- 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.

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Application:15/05633/REG3

Address: Poverest Primary School Tillingbourne Green Orpington BR5 2JD

Proposal: Proposed one/two storey and first floor extension to existing primary school to provide a single form entry increase, internal and external elevational alterations, landscaping including the re-grading of land to provide ramped access between the buildings, provision of a multi-



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/02779/LBC

Ward:
Bromley Town

Address : Old Town Hall 30 Tweedy Road Bromley
BR1 3FE

OS Grid Ref: E: 540445 N: 169451

Applicant : Mr Kevin Foster

Objections : NO

Description of Development:

5 temporary non-illuminated advertisements painted on external doors facing Court Street, South Street and Tweedy Road

Key designations:

Conservation Area: Bromley Town Centre
Biggin Hill Safeguarding Area
Bromley Town Centre Area
London City Airport Safeguarding
Smoke Control SCA 5

Proposal

Joint report with 16/02801/ADV

Advertisement consent and listed building consent is sought for non-illuminated signs to be painted onto 5 external doors of the Old Town Hall building, namely 3 doors in the western elevation facing Court Street, 1 door in the elevation facing Widmore Road and 1 door in the elevation facing South Street. There will not be an adverts on the door facing Tweedy Road.

The adverts will be hand painted and are for the purpose of advertising Cathedral Hotels and to increase awareness of the forthcoming development proposals for the hotel on the site. The design will comprise lettering on a dark grey background in the form of a slogan with contact and website details. The majority of the area of the door will be used for these adverts.

The current application seeks listed building consent for the adverts described above. The detailed description and analysis of the acceptability of the advert and the impact on the listed building is set out in the accompanying planning application report ref 16/02801 which appears elsewhere on this agenda.

Based on the conclusions of the above report, it is considered that listed building consent should be granted for the advertisements at the Old Town Hall and relevant conditions are recommended below.

Background papers referred to during the production of this report comprise all correspondence on file ref: 16/2779/LBC excluding exempt information.

RECOMMENDATION: GRANT LISTED BUILDING CONSENT

subject to the following conditions:

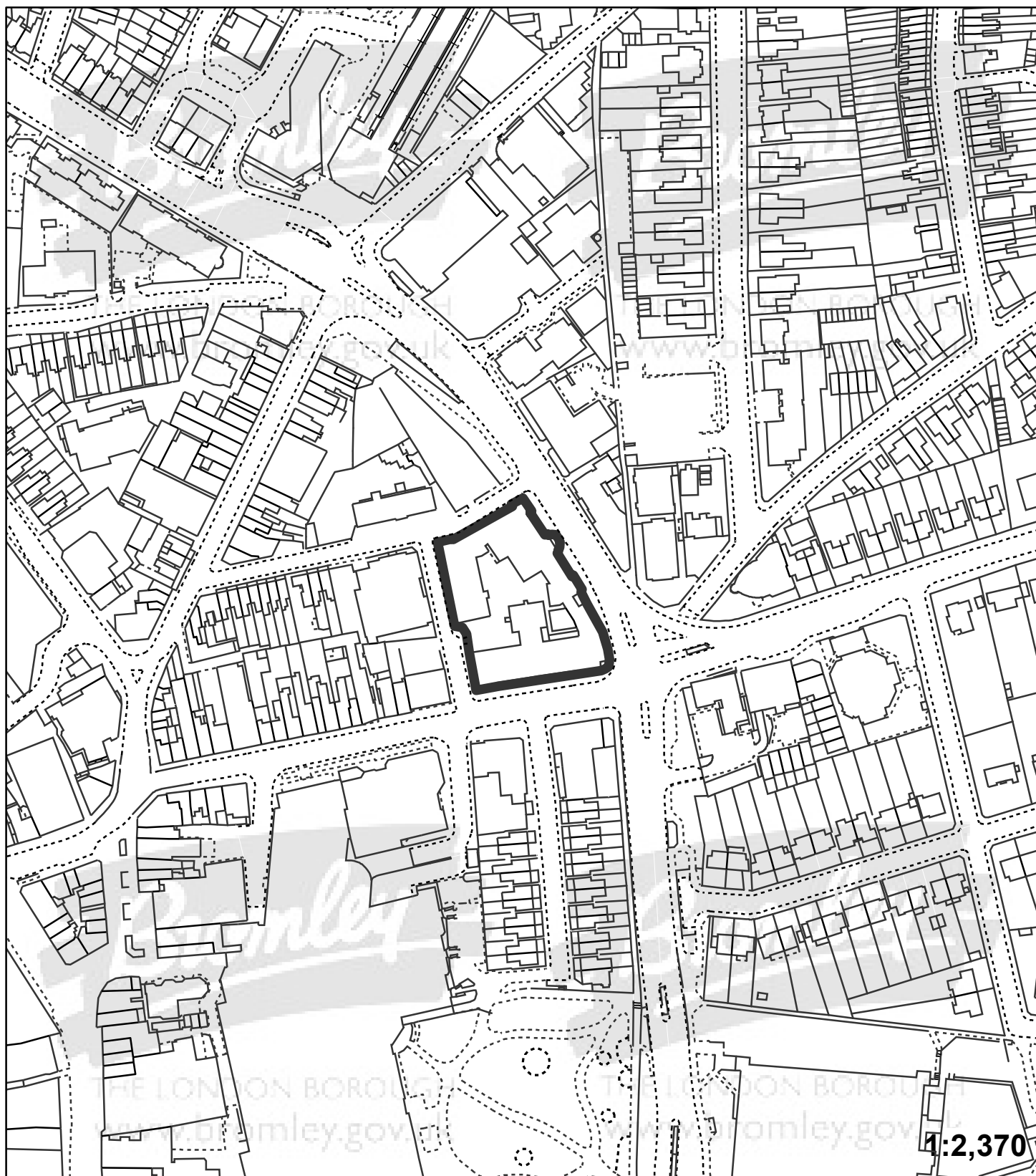
- 1 This consent shall be for a period of 2 years, beginning with the date of this decision notice**

Reason: Regulation 14(5), Town and Country Planning (Control of Advertisements) Regulations 2007

Application:16/02779/LBC

Address: Old Town Hall 30 Tweedy Road Bromley BR1 3FE

Proposal: 5 temporary non-illuminated advertisements painted on external doors facing Court Street, South Street and Tweedy Road



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/02801/ADV

Ward:
Bromley Town

Address : Old Town Hall 30 Tweedy Road Bromley
BR1 3FE

OS Grid Ref: E: 540445 N: 169451

Applicant : Mr Kevin Foster

Objections : NO

Description of Development:

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Smoke Control SCA 5

Proposal

Joint report with 16/02779/LBC

Advertisement consent and listed building consent is sought for non-illuminated signs to be painted onto 5 external doors of the Old Town Hall building, namely 3 doors in the western elevation facing Court Street, 1 door in the elevation facing Widmore Road and 1 door in the elevation facing South Street. There will not be any adverts on the door facing Tweedy Road.

The adverts will be hand painted and are for the purpose of advertising Cathedral Hotels and to increase awareness of the forthcoming development proposals for the hotel on the site. The design will comprise lettering on a dark grey background in the form of a slogan with contact and website details. The majority of the area of the door will be used for these adverts.

Location

The site is located at the junction of Widmore Road and Tweedy Road with elevations facing Court Street to the east, Tweedy Road to the west, Widmore Road to the south and South Street to the north.

The site lies within the Bromley Town Centre Conservation Area and the host building is a Grade II Statutory Listed Building

Consultations

Comments from Local Residents

Nearby properties were notified and no representations have been received. The Advisory Panel for Conservation Areas has no objection in principle provided that the consent is time limited to one year and thereafter annually renewed.

Comments from Consultees

The Council's Highways Officer raised no objections.

From a heritage point of view no objections are raised as the proposed works will not preclude the repainting of the doors in future.

A site notice was displayed at the premises on July 29th expiring on August 19th 2016 and a press advertisement was published on June 29th 2016 and expired on July 20th 2016. Any representations received as a result of the site notice will be reported verbally to Members.

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
BE11 Conservation Areas
BE8 Statutory Listed Buildings
BE21 Control of Advertisements and Signs
T18 Road Safety

Emerging Bromley Local Plan

A consultation on the draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document. At the Council's Executive Committee on July 20th 2016 a draft Local Plan was endorsed for further public consultation planned for September/October 2016.

These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Full details of the Council's Local Development Scheme is available on the website
The most relevant emerging policies include

Draft Policies and Designations Policies (2014)

7.2 Relieving congestion

8.1 General design of development

8.36 Conservation Areas

8.33 Statutory Listed Buildings

9.31 Advertisements

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

There are no relevant policies in this document.

Planning History

The site has been the subject of the following relevant applications:

DC/15/00140/FULL: 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

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

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The following planning and listed building applications for amendments to the above approved applications were considered by Plans Sub Committee 1 on June 30th and it was resolved to grant planning and listed building consent for them. They are still pending, awaiting the signing of a S106 legal agreement.

DC/16/01175/FULL: 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 and 118 cycle parking spaces upon the neighbouring South Street Car Park, together with associated landscaping and public realm improvements.

DC/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 and 118 cycle parking spaces upon the neighbouring South Street Car Park, together with associated landscaping and public realm improvements.

Conclusions

Regulation 3 of the Advertisement Regulations 2007 requires that local planning authorities control the display of adverts in the interests of amenity and public safety, taking account of the provisions of the development plan, in so far as they are material, and any other relevant factors.

Policy BE21 of the UDP relates to the control of advertisements, hoardings and signs and states that advertisements and signs should be in keeping with the scale, form and character of the surrounding area, as well as considering impacts to road users and pedestrians. In addition the policy states that adverts shall preserve or enhance the character of Conservation Areas and this is endorsed in UDP Policy BE11.

In this instance the host building is a Grade II Statutory Listed Building and UDP Policy BE8 states that development will be permitted provided that the character and appearance and special interest of the building is preserved and there is no harm to its setting.

The impact on neighbouring residential amenities and highway safety are the main issues in this case. However it is also necessary to consider whether the proposed signs will have a significantly harmful impact on the setting and appearance of the statutory listed building and the character and appearance of the Bromley Town Centre Conservation Area.

The applicant advises that the adverts are temporary and will be removed and replaced with more permanent advertising in due course. Any amendment to the proposed scheme will require fresh consent so this application will deal with the current proposal only. All of the signs will be located on external doors around the ground floor of the host building only. The visual appearance of the adverts themselves is muted in colour and would not detract from the appearance or the setting of the host listed building.

The adverts are considered to be modest and limited to the 5 ground floor doors and it is considered that they would preserve and enhance the character of this part of the Bromley Town Centre Conservation Area.

In highways terms the Council's Highways Officer raises no objections to the proposal and, as such, it is considered that there would not be an adverse impact on road safety from this proposal.

Due to the non-illuminated, modest and subdued nature of the adverts it is considered that the proposal will not have a significant impact on the amenity of residents in nearby properties.

Having had regard to the above, it is considered that the signs would provide appropriate visual interest without appearing unduly prominent or conspicuous in the wider area. It is considered that proposed adverts are constrained in terms of their location and design and would preserve the setting and appearance of the listed building and preserve and enhance the Conservation Area. The proposal would not impact adversely on the amenities of adjoining properties or on conditions of highway safety.

Background papers referred to during the production of this report comprise all correspondence on file ref: 16/02801, excluding exempt information.

RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED

subject to the following conditions:

- 1 This consent shall be for a period of 2 years, beginning with the date of this decision notice**

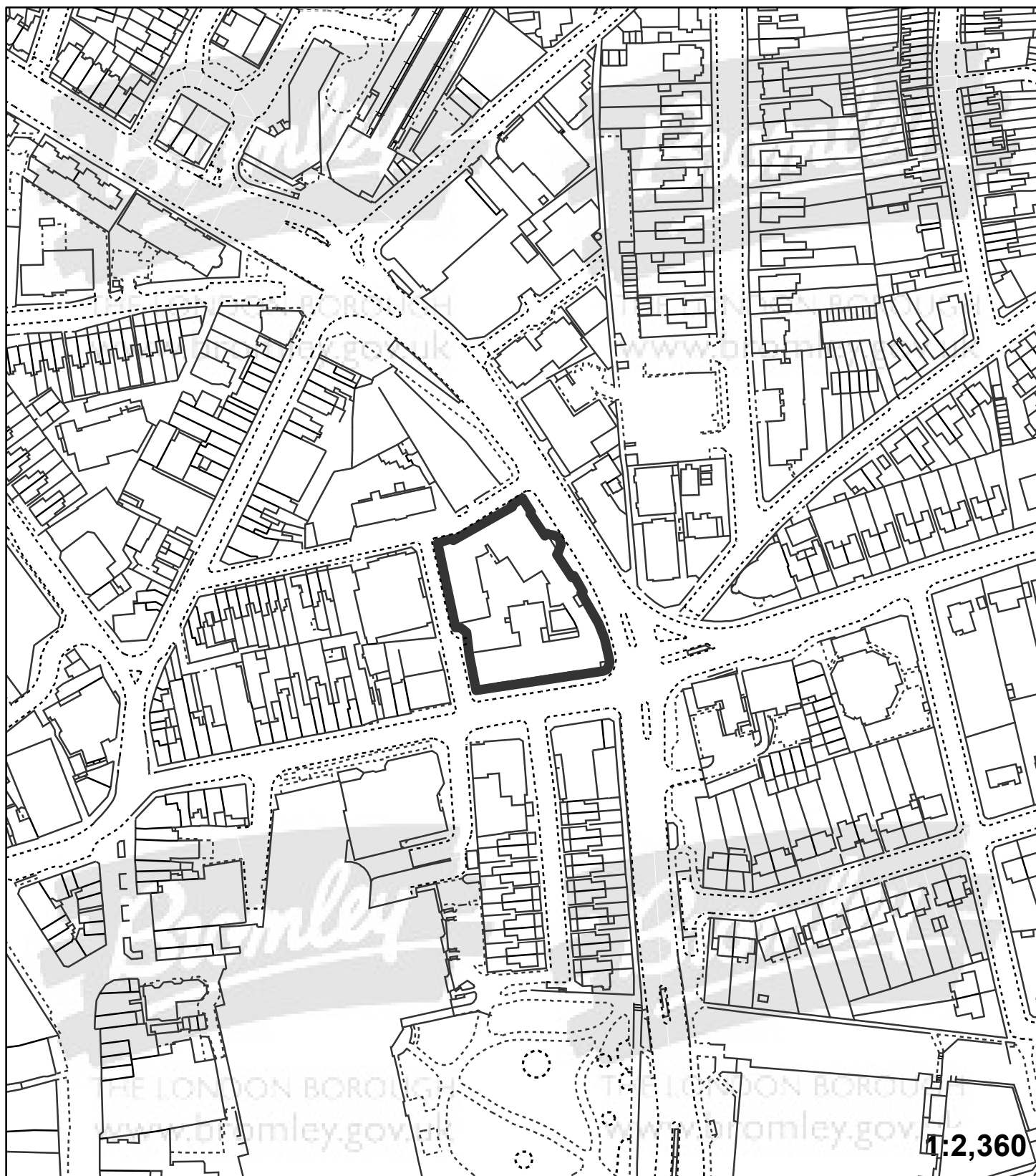
Reason: Regulation 14(5), Town and Country Planning (Control of Advertisements) Regulations 2007

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Application:16/02801/ADV

Address: Old Town Hall 30 Tweedy Road Bromley BR1 3FE

Proposal: 5 temporary non-illuminated advertisements painted on external doors facing Court Street, South Street and Tweedy Road



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/03133/FULL1

Ward:
Chislehurst

Address : Woodside Yester Park Chislehurst
BR7 5DQ

OS Grid Ref: E: 542902 N: 170557

Applicant : Mr Ben Mortazavi

Objections : YES

Description of Development:

Part demolition of the existing four bedroom detached house with integral garage and extending to create a five bedroom detached house with integral garage.

Key designations:

Conservation Area: Chislehurst
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10
Smoke Control SCA 16

Proposal

The application is located on the northern side of Yester Park within the Chislehurst Conservation Area, and hosts a detached dwellinghouse.

The proposal seeks permission for the partial demolition of the building and erection of two storey extensions and remodelling of the house to provide a five bedroom detached house.

The host dwelling at present has attractive staggered front and rear elevations, and the proposed extensions to the front and rear of the property will bring the ground floor element forward from the original front elevation of the host dwelling, and also at first floor level the front corners of the house will be brought forward, with a front dormer and gable feature proposed to the front elevation.

To the rear, the rearward projection of the proposed extension will have a depth of 6.6m metres at ground floor along the western flank elevation (5m previously proposed) and 8 metres along the eastern flank elevation, with a rearward projection of 4.5 metres at first floor level along the western elevation and approx 5.5 metres along the eastern elevation at first floor level (4.0m and 5.0m previously proposed)..

The flank elevations of the proposed extensions would be built in-line with the flank elevations of the host dwelling, retaining a separation of approx 1.35 metres to the

western property boundary at the rear and approx 1.75 metres to the western property boundary at the front, with a separation of approx. 1.0m to the eastern property boundary at the rear (1.25 previously proposed) and approx metres to the eastern property boundary at the front (1.1m previously proposed).

The resulting dwelling would have two new windows in the eastern flank elevation at first floor level and a new single door at ground floor level, and only one window in the western flank elevation at first floor level and 3 new windows at ground floor level.

Amended plans have been received dated 10/08/16 indicating an increase in the side space to the eastern boundary of the site from 0.85m to 1.0m at first floor level.

Location

The site currently comprises a two storey detached residential dwelling set within a generous plot on the northern side of Yester Park. The site falls within the Chislehurst Conservation Area.

Comments from neighbouring properties

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

- Building works should be avoided at weekends to ensure residential amenity

Consultations

The Advisory Panel for Conservation Areas (APCA) - objection raised on the basis of overdevelopment and poor design.

Drainage - no objections raised subject to a standard condition.

Highways - no objections raised.

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
BE11 Conservation Areas
H7 Housing Density and Design
H9 Side Space
T3 Parking
T18 Road Safety

NE7 Development and Trees

SPG Chislehurst Conservation Area

SPG1 General Design Principles

SPG2 Residential Design Guidance

London Plan Policies:

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Design and Quality of Housing Developments

3.8 Housing Choice

5.3 Sustainable Design and Construction

5.13 Sustainable Drainage

6.9 Cycling

6.13 Parking

7.4 Local Character

7.5 Public Realm

7.6 Architecture

The National Planning Policy Framework (NPPF)

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

DCLG Technical Housing Standards (March 2015)

Planning History

Permission was refused under 14/03378 for two storey front and part one/two storey rear extensions and balcony for the following reasons:

1. The proposed front extensions would result in a monotonous and unrelieved design which would fail to preserve or enhance the character of the host dwelling, thereby resulting in harm to the character and appearance of the dwelling and the Chislehurst Conservation Area within which the property is located, contrary to Policies BE1 and BE11 of the Unitary Development Plan;
2. The proposed two storey rear extension would, by reason of its excessive rearward projection, have a seriously detrimental impact upon the daylighting to the neighbouring properties and the prospect which the occupants of those properties might reasonably expect to be able to continue to enjoy, contrary to Policy H8 of the Unitary Development Plan; and
3. The provision of a balcony would give rise to undesirable overlooking of the neighbouring dwellings, contrary to Policy H8 of the Unitary Development Plan.

Planning permission was refused under ref. 15/02687 for a part one/two storey front/side/rear extensions, increase in roof height to include rooflights and provide habitable accommodation and elevational alterations. The refusal grounds were as follows:

- '1 The proposed front extensions would have a negative impact upon the amenities and outlook from neighbouring properties and would also result in a monotonous and unrelieved design that would fail to preserve or enhance the character of the host dwelling, thereby resulting in harm to the character and appearance of the dwelling and the Chislehurst Conservation Area within which the property is located, contrary to Policies BE1 and BE11 of the Unitary Development Plan.

- 2 The proposed two storey rear extension would, by reason of its excessive rearward projection, have a seriously detrimental impact upon the daylighting to the neighbouring properties and the prospect which the occupants of those properties might reasonably expect to be able to continue to enjoy, contrary to Policy H8 of the Unitary Development Plan.'

The application was subsequently dismissed at appeal. The Inspector states:

'The proposed extensions are fairly substantial and would involve considerable reconfiguring of the existing dwelling. To the front, the distinctive central timbered gable would be replaced by a much larger gable, of increased height and width. Although the increased roof height would appear to match that of the adjoining property, Wychling, the overall scale of the new gable would in my view, be overly dominant and unsympathetic to the proportions of the host dwelling and other dwellings in the immediate vicinity. Furthermore, the additional roof bulk proposed as part of the extensions would be evident in the streetscene and would introduce an overly large element that would not be sympathetic in terms of its bulk and massing.

To the rear, a large rear element with hipped roof would echo the bulk of the proposed front extensions, though of slightly lower height. I consider that whilst there may be scope to have an extension to the rear, as with the front extension, the overall scale of this element would not be sympathetic to the character and appearance of the host dwelling. A second rear extension, whilst of slightly greater depth, would be of more modest proportions, reflecting those of the host dwelling.

Furthermore, these rear additions would also result in the introduction of long, generally unrelieved flank elevations which would introduce elements that would be fundamentally at odds with the pleasantly proportioned and well-articulated elevations of the existing dwelling.

Overall, I consider that the proposed extensions would be unsympathetic and thereby harmful to the character and appearance of the host dwelling, the immediate streetscene and therefore the wider Chislehurst Conservation Area.'

The Inspector also concluded that the development would not impact harmfully on the amenities of neighbouring properties.

Conclusions

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

The application site falls within Chislehurst Conservation Area and Yester Park began its development in the same manner as much of Chislehurst: the development of detached houses in large grounds that was followed by comprehensive infilling to a higher density. The buildings along this road generally have a consistency of scale and style, with faint echoes of the neo-vernacular, and elements of the rustic with its un-kerbed street and timber lampposts.

Policy BE11 states in effect that development within conservation areas should respect and complement the layout, scale, form and materials of existing buildings and spaces in that area; must respect and incorporate in the design existing landscaping or other features that contribute to the character, appearance or historic value of the area; and ultimately preserve or enhance the character or appearance of conservation areas.

The previous application (ref. 15/02687) was dismissed at appeal on the basis of the impact it would have on the character of the Conservation Area. It was considered that the larger front gable and increase in roof height, adding an unsympathetic and dominant bulk to the building that would be harmful to the character of the house and wider Conservation Area. The Inspector also considered the bulk of the rear extensions to be unsympathetic.

The current proposal amends the plans to remove the proposed enlargement to the roof and increase in roof height towards the front of the proposed house, with the retention of the front gable feature with symmetrical dormers to either side. To the rear of the house, the proposed staggering of the extension is retained along with a chimney feature to the western elevation to add interest to the design. The siting of the resulting new dwelling has been located further back in its plot so that the house will be 9.5m from the highway at its nearest point, as opposed to the 6.3m previously proposed.

The amendments are considered to improve the appearance of the house by retaining the front gable feature, and reduce the sense of bulk at the front of the house by staggering the height increase from the front to the back of the proposed dwelling. This results in a less bulky appearance and relationship with the neighbouring houses and it is considered to overcome the Inspector's concerns regarding unsympathetic development and its associated impact on this part of the Conservation Area.

The current proposal retains a 0.85m side space to the eastern flank boundary, and revised plans submitted dated 10/08/16 sets the first floor in from the side in order to increase this to 1.2m at first floor level. Although a greater degree of separation would usually be required in a Conservation Area and the application is technically contrary to side space policy, the existing house has a 0.85m side

space and therefore the result of the extension would not impact further on the separation and spatial characteristics of this part of the Conservation Area.

Whilst the bulk of the building has been reduced from the previous scheme, the siting of the new building differs from that previously proposed in that the new dwelling will be further back in its plot. The result of this is that the ground floor rear extension will project further to the rear of Rosetta (5.6m as opposed to 4.2m) and further to the rear of the two storey part of Wychling (5.2m as opposed to 4.8m). That said, the first floor elements will not project further than the previous proposal and the overall sense of bulk experienced by neighbours would not be significantly different from the previous scheme, which the Inspector found to have an acceptable impact. On balance, the impact on the amenities of neighbouring properties is considered to be acceptable.

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 detrimental impact on the character and appearance of this part of the Chislehurst Conservation Area and would not impact harmfully on the amenities of neighbouring residential properties. It is therefore recommended that Members grant planning permission.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 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

- 3 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.

- 4** 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.

- 5** Before the development hereby permitted is first occupied, the proposed window(s) in the first floor flank elevations 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.

- 6** No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the 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.

You are further informed that :

- 1** This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.
- 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

Application:16/03133/FULL1

Address: Woodside Yester Park Chislehurst BR7 5DQ

Proposal: Part demolition of the existing four bedroom detached house with integral garage and extending to create a five bedroom detached house with integral garage.



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/03135/FULL1

Ward:
Biggin Hill

Address : 190 Main Road Biggin Hill TN16 3BB

OS Grid Ref: E: 542175 N: 158557

Applicant : Mr R.L.R Goldsmith

Objections : YES

Description of Development:

Demolition of existing building and erection of a part one/two storey building comprising 2 ground floor retail units fronting main road and 2 two bedroom houses with car parking spaces and amenity area at rear

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Retail Shopping Frontage Biggin Hill
Smoke Control SCA 24

Proposal

The proposal seeks permission to demolish the existing building and erect a part one/part two storey building comprising two ground floor retail units fronting Main Road, with two attached two storey dwellings to the rear, with associated car parking and amenity space to the rear of the building. Access will be via the existing private access way to the side of the site.

The proposed building will have a width of 9.0m and a length of 27.8m. The roof will be pitched with a height of 4.1m, with the two storey dwelling reaching a height of 7.7m.

The proposal comprises 2 ground floor retail units and 2 two bedroom three person houses. Access to the residential units will be via a footpath to the side of the building, providing access to the front and rear of the site.

Amended plans have been received dated 10/08/16 indicating a widened access pathway to the side of the house from 0.8m to 0.9m

Location

The site is located on the southern side of Main Road and comprises a single storey commercial unit in retail (Class A1) use with a residential use to the rear. The area on this side of Main Road is characterised by two storey development comprising commercial uses at ground floor level and residential and office uses at

first floor level. Opposite the site on the northern side of Main Road there are residential apartment blocks. The site forms part of the Local Centre for shopping in Biggin Hill. There are no site designations or specific constraints.

Comments from local residents

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

- Inadequate access for additional vehicles
- Insufficient car parking provision and layout
- Overlooking and loss of privacy
- Loss of sunlight and outlook
- Development would be out of character and would have a detrimental visual impact
- Removal of existing trees
- Impact on drainage
- Inadequate access arrangements, with access onto common land
- Flat roofed retail units would be out of character

Consultations

Highways - proposal is generally acceptable subject to conditions, however the footpath was considered insufficient in width to suitable access, particularly for wheelchairs. Revised details have been requested and have been received dated 10/08/16 indicating a widened access and no objections are raised subject to conditions.

Thames Water has not objected to the application and has suggested an informative.

No technical drainage objections are raised subject to standard conditions.

Waste Services has not commented on the proposal.

Environmental Health (Housing) has not commented on the application.

Planning Considerations

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

BE1 Design of New Development
BE19 Shopfronts
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
T1 Transport Demand
T3 Parking
T6 Pedestrians

T7 Cyclists
T18 Road Safety
NE7 Development And Trees
S4 Local Centres

London Plan:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.9 Mixed and Balanced Communities
4.3 Mixed Use Development And Offices
4.7 Retail and Town Centre Development
4.9 Small Shops
5.3 Sustainable Design and Construction
5.13 Sustainable Drainage
6.9 Cycling
6.10 Walking
6.13 Parking
7.4 Local Character

The Mayor's Supplementary Planning Guidance: Housing

Housing Standards Policy Transition Statement (Oct 2015)

The National Planning Policy Framework (NPPF) is also a consideration.

Technical Housing Standards (March 2015)

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

Planning history

Planning permission was refused under ref. 01/03889 for an extension to form first floor comprising 2 one bedroom flats; 2 storey and first floor side extensions. The reasons for refusal were as follows:

'The proposed development would have an unacceptable impact on the amenities of the neighbouring residents at No. 192A Main Road, by reason of visual impact, loss of prospect and overshadowing, contrary to Policy E.1 of the Unitary Development Plan and Policy BE1 of the first deposit draft Unitary Development Plan (March 2001).'

Planning permission was refused under ref. 02/02208 for a first floor/two storey extension comprising 2 one bedroom flats. The refusal grounds were as follows:

'The proposed development would have an unacceptable impact on the amenities of neighbouring residents, particularly 188 Main Road, by reason of visual impact,

loss of prospect and overshadowing contrary to Policy E.1 of the Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (Sept 2002).'

The application was subsequently allowed on appeal. The Inspector states:

'The appeal site remains the only single storey building in this part of Main Road, its enlargement to two storeys would be in keeping with the street scene. The issue remains the effect on adjoining properties. The dwelling most affected is the adjoining flat at first floor level in 188 Main Road.

Having assessed the relationship between the east facing habitable room window of 188 and the nearest part of the appeal proposal, I find that there is unlikely to be a significant loss of daylight or sunlight. This is because the window faces east and it has a high sill so that the upper parts of the proposed extension at 190 would not significantly affect the view of the sky. Furthermore, this habitable room has an alternative and better source of daylight from a south-facing patio door onto the terrace.'

Planning permission was granted under ref. 03/02447 for a single storey rear extension for conservatory.

Planning permission was refused under ref. 16/01161 for first floor/ two storey extension to provide 2 one bedroom flats with car parking spaces and communal amenity space at rear. The refusal grounds were as follows:

'The proposal would result in a cramped and over-intensive form of development that would fail to meet the minimum space standards for residential accommodation, thereby lacking adequate facilities commensurate with modern living standards and providing an unsatisfactory quality of residential accommodation, detrimental to the living conditions and amenity of future occupants, and contrary to Policy BE1 of the Unitary Development Plan, Policy 3.5 of The London Plan, the DCLG Technical Space Standards and the Mayor's Housing Supplementary Planning Guidance (2012).

The proposal would result in the reliance upon the unmade access road to the side of the building which is in poor condition and unlit, creating an access arrangement that is unsuitable and unsafe for the future occupants of the residential units, thereby contrary to Policy T6 of the Unitary Development Plan.'

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 impact on highway safety and the standard of accommodation provided for future occupants are also considerations. A further consideration is the impact of the development on the retail functioning of the Local Centre.

The proposal will replace the existing building with a part one/two storey structure that will have a height of 7.7m and will provide a similar level of bulk and massing to the site as was previously proposed under ref. 16/01161. The new building will reflect the height and bulk of the immediately adjoining properties and wider area. The development would not exceed the heights of other two storey development within the area and therefore would not impact harmfully on local character.

The proposed additional bulk is similar to that allowed on appeal under ref. 02/02208 and therefore would not impact harmfully on local residential amenities, as stated by the Inspector. The proposal would not include flank facing windows that could impact on the amenities of Nos. 188 and 192. The proposed increase in use of the access road by a potential two new flats was not considered by the Inspector to impact harmfully in terms of noise and disturbance.

The development would retain the ground floor commercial use and would provide 2 one bedroom flats to the upper floor. It is considered that the principle of residential development is suitable in this locality, and there are various examples of similar residential development in the locality. The retention of ground floor retail units is considered to comply with the purposes of Policy S4 by preserving the retail functioning of the site and its contribution to the wider shopping area of Main Road.

The proposal will replace the existing ground floor retail unit with two smaller retail units. The development will retain a retail frontage onto Main Road and will provide shopfronts for each unit. It is considered that the relationship the building will have with the surrounding Main Road area would be acceptable and suitable for a retail centre.

The proposed flats will provide a suitable floor area and layout for future occupants, with room for refuse and cycle storage. The Technical housing Standards require a two storey two bedroom three person house to have a floor area of 70m². The proposed houses will have a floor area of 76m². The room sizes are also considered to be suitable. The provision of private gardens of a suitable size (between 21m² and 30m²) to the rear of the building is also considered suitable in this location. Each dwelling will be provided with a dual aspect layout, with windows facing northeast and southwest.

In terms of highway safety and vehicular access arrangements, the provision of two car parking spaces is suitable for the proposed development. The access for cars and parking arrangements are not objected to, subject to the retention of existing access rights. The proposed pedestrian environment and access to the flats is considered to be improved from the previous application, with access provided to the opposite side of the building, thereby avoiding reliance on pedestrian access from the unmade access road.

Having had regard to the above it was considered that the proposal is acceptable in that it would provide a satisfactory standard of accommodation for future occupants, would respect the character of the area, would protect the amenities of neighbouring properties and would not impact harmfully on highway safety. The

retail functioning of the Local Centre would also be unaffected. It is therefore recommended that Members grant planning permission.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 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

- 3 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.

- 4 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 the London Plan, 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 adequate drainage of the site.

- 5 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.

- 6 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.

- 7 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.

- 8 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.

- 9 Before the use hereby permitted commences a window display appropriate to a shopping area shall be provided at the front of the premises and subsequently shall be permanently retained thereafter.**

Reason: In order to comply with Policy S4 and S10 of the Unitary Development Plan to provide visual interest to the front of the premises and avoid an undesirable visual break in the shopping frontage.

- 10 No windows or doors shall at any time be inserted in the first floor 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.

- 11 The ground floor commercial units shall be used for retail (Class A1) and for no other purpose.**

Reason: In order to comply with Policy S4 of the Unitary Development Plan and in the interest of retaining the retail functioning of Main Road.

- 12 The use shall not operate before 08:00 and after 18:00 on any day.**

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

- 13 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 This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.**
- 2 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.**
- 3 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.**
- 4 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).**

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

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

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Application:16/03135/FULL1

Address: 190 Main Road Biggin Hill TN16 3BB

Proposal: Demolition of existing building and erection of a part one/two storey building comprising 2 ground floor retail units fronting main road and 2 two bedroom houses with car parking spaces and amenity area at rear



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/03189/FULL1

Ward:
Darwin

Address : Elder Cottage Jail Lane Biggin Hill
TN16 3AU

OS Grid Ref: E: 542716 N: 159338

Applicant : Mr Robert Woolgar

Objections : NO

Description of Development:

Proposed demolition of existing dwelling and outbuildings and the erection of a detached chalet bungalow with accommodation in the roof space

Key designations:

Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Smoke Control SCA 24

Proposal

It is proposed to demolish the existing bungalow, garage and outbuildings on this site, and construct a detached 4 bedroom chalet bungalow in a similar position.

The proposed dwelling would have a larger footprint than the existing bungalow (170sq.m as opposed to 60.9sq.m.) and would contain first floor accommodation within the roof giving a total floor area of 304sq.m. The overall height of the dwelling would at 7.2m be 2.8m higher than the existing dwelling which has a height of 4.4m.

The new dwelling would be set 6m further forward than the existing dwelling, but would still be set back at least 12.8m from the front boundary of the site. It would be sited slightly closer to the western flank boundary with Barn Farm Cottage, but would still maintain a 1.5m separation to this boundary. A separation of 4.5m would be provided to the eastern flank boundary with Chavic Park Farm, whilst the rear of the new dwelling would project approximately 1.4m further to the rear.

The detached garage to be demolished has a floor area of 20.2sq.m. and lies within 5m of the existing dwelling. The other outbuildings to be demolished are over 5m away from the existing house in the rear garden, and their floor areas total 58.4sq.m.

Location

This detached bungalow is located on the northern side of Jail Lane, and lies within the Green Belt. It is bordered to the east by the dwelling at Chavic Park Farm, and to the west by Barn Farm Cottage.

Consultations

A letter has been received in support of the proposals from a nearby resident at Barn Farm.

Comments from Consultees

There are no highways objections raised to the proposals as the access arrangements are not changing and there would be adequate room to park 3 vehicles on the site. Due to the close proximity of Charles Darwin School, a construction management plan should be submitted by way of a condition.

The Council's Drainage Engineer advises that as there is no public surface water sewer near the site, surface water would have to be drained to soakaways. No drainage objections are raised to the proposals.

Thames Water has no concerns.

The Environmental Health Officer raises no objections subject to informatives.

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
BE11 Conservation Areas
H7 Housing Density and Design
G1 Green Belt
G4 Dwellings in the Green Belt or Metropolitan Open Land
G5 Replacement dwellings in the Green Belt
H9 Side Space
T18 Road Safety
H1 Housing Supply
T3 Parking
T18 Road Safety
NE7 Development and Trees

SPG1
SPG2

London Plan Policies:

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
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
7.16 Green Belt
8.3 Community infrastructure levy

National Planning Policy Framework specifically Part 9 - Green Belt.

Planning History

A Lawful Development Certificate was granted in October 2014 (ref.14/02693) for a single storey rear extension, a rear dormer extension, a front porch and a single storey detached outbuilding at the rear for use as a gym/games room incidental to the main house.

It was determined in October 2015 (ref.15/03689/HHPA) that prior approval was not required for an 8m deep single storey rear extension.

Permission was refused at planning committee in March 2016 ref: 15/05597/FULL1 for the demolition of an existing dwelling and outbuildings, and erection of detached chalet bungalow including accommodation in the roof, and detached single storey ancillary outbuilding to rear. The reason for refusal was:

The proposed dwelling would be materially larger than the existing building and would therefore constitute inappropriate development in the Green Belt, and would by reason of its height and bulky design result in an overdevelopment of the site which would be harmful to the openness and visual amenity of the Green Belt and result in a loss of amenity to adjacent residents. No very special circumstances have been demonstrated to clearly outweigh the harm to the Green Belt by reason of inappropriateness and any other harm, and the proposed development is therefore contrary to Policies G1, G5 and BE1 of the Unitary Development Plan, Policy 7.16 of the London Plan, and paragraphs 87 to 89 of the NPPF.

Conclusions

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

appearance of the surrounding area, or detrimental to the amenities of nearby residential properties.

The National Planning Policy Framework (NPPF) contains a general presumption against inappropriate development within the Green Belt. Paragraph 87 states that such development should not be approved except in very special circumstances, whilst paragraph 89 sets out a number of exceptions, including the replacement of a building where the new building is in the same use and not materially larger than the one it replaces.

Policy G5 of the UDP allows for a replacement dwelling in the Green Belt provided that the resultant dwelling would not result in a material net increase in floor area compared with the existing dwelling (an increase of over 10% would normally be considered material, depending on design issues), and that the size, siting, materials and design of the replacement dwelling would not harm the visual amenities or the open or rural character of the locality.

The application proposes a replica of the scheme submitted and refused under reference 15/05597/FULL1 however now proposes just the dwelling house and removes all reference to an outbuilding. A reduction of 22.4sqm of floor space is proposed from the previous application.

The existing dwelling has a floor area of 60.9sq.m., whilst the garage to be removed has a floor area of 20.2sq.m., giving a total floor area of buildings to be demolished (apart from the outbuildings that are more than 5m away from the dwelling) of 81.1sq.m. The new dwelling would have a floor area of 304sq.m. This would result in an increase in floor area of 222.9sq.m., which equates to a 274.84% increase. This would be significantly above the 10% normally seen as constituting a material net increase in floor area compared with the existing dwelling, and would therefore be considered inappropriate development in the Green Belt. However, the applicant has put forward the following very special circumstances in order to justify the inappropriate development:

- a Lawful Development Certificate has been granted for a single storey rear extension, a rear dormer extension and a front porch - this would result in a total floor area of 140.5sq.m. if built, and is a valid fallback position
- taking into account the larger single storey rear extension that could be built without the need for planning permission (as ascertained by the Householder Prior Approval application for an 8m rear extension), this could add a further 54sq.m. to the existing floor area, giving a total of 194.5sq.m.
- there are 4 additional outbuildings within the rear garden (with a total floor area of 58.4sq.m.) that would be removed as part of the proposals - they are in a more exposed position than the existing and proposed dwellings, and their removal would be beneficial to the openness of the site and the Green Belt
- the footprint of the proposed replacement dwelling (170sq.m.) would be less than the footprint of the existing dwelling once extended under permitted development rights (177.45sq.m.)

Although the total amount of floor area (ground and first floor cumulatively) created by the redevelopment proposals would still exceed the floor area of existing and potential development on the site (if permitted development rights are exercised), the overall footprint of built development on the site (including the outbuildings to be removed) would be slightly reduced, and would be concentrated within the central part of the site, leaving the rear largely open. The removal of the proposed outbuilding from the proposed plans also increases the spaciousness of the site, removing built form away from the boundary with Chavic Park Farm. In this regard, the applicants would accept the removal of permitted development rights for further extensions and outbuildings. Furthermore, the house has been designed to accommodate the first floor within the roofspace, with the use of front and rear dormers and hipped ends, in order to minimise the impact of the overall size, mass and height of the building within the street scene and on the Green Belt. These factors are therefore considered to outweigh the small increase in the floor area normally allowed for a replacement dwelling in the Green Belt and would amount to a suitable case of very special circumstances on this occasion.

Good separation distances would be maintained to the side boundaries and to neighbouring properties. Although the neighbouring properties appear to be bungalows, they are of a substantial size with large roof structures, and the proposed dwelling is not therefore considered to appear unduly large or cramped on the site cramped nor have an adverse impact on the visual amenities of the Green Belt or rural character and openness of the area.

With regard to the impact on residential amenity, the proposed dwelling would be positioned approximately 4.2m forward of Barn Farm Cottage and 6m forward of the dwelling at Chavic Park Farm, but given the separation distances to these properties (4m and 9m respectively), the proposals are not considered to result in a significant loss of light, privacy or outlook to these 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 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 prior to above ground works. 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

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

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

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

- 6** Before any part of the development hereby permitted is first occupied that part of a sight line of 59m; which can be accommodated within the site shall be provided in both directions at 2.4m; and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 59m; in height in advance of this sight line, which shall be permanently retained as such.

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

- 7** 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 prior to the first habitation of the dwelling 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.

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

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

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

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

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

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

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

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

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

13 The existing buildings on the site shall be demolished and the site cleared within three months of the first occupation of the building hereby permitted.

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

14 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.

15 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.

16 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 prior to first habitation 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.

- 17 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.

You are further informed that :

- 1 You are reminded of your obligation under Section 80 of the Building Act 1984 to notify the Building Control Section at the Civic Centre six weeks before demolition work is intended to commence. Please write to Building Control at the Civic Centre, or telephone 020 8313 4313, or e-mail: buildingcontrol@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 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

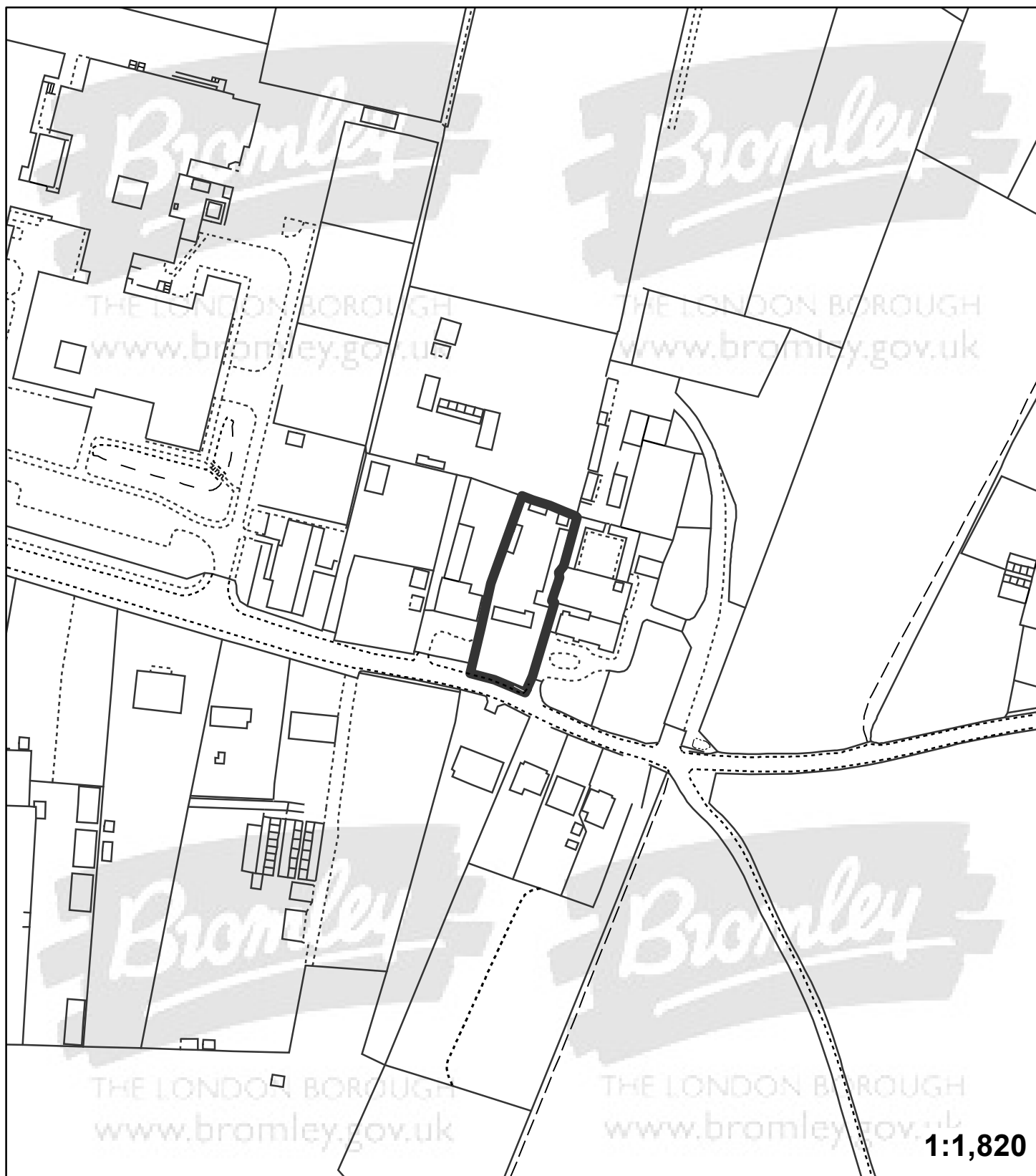
If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an

appropriate remediation scheme submitted to the Local Authority for approval in writing.

Application:16/03189/FULL1

Address: Elder Cottage Jail Lane Biggin Hill TN16 3AU

Proposal: Proposed demolition of existing dwelling and outbuildings and the erection of a detached chalet bungalow with accommodation in the roof space



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/03224/FULL1

Ward:
Bickley

Address : Applegarth Chislehurst Road
Chislehurst BR7 5LE

OS Grid Ref: E: 542432 N: 169669

Applicant : South East Living Group

Objections : YES

Description of Development:

Proposed demolition of existing bungalow and the erection of a 2.5 storey building comprising four x two bedroom apartments with car parking, cycle and refuse storage.

Key designations:

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

Location

This site is located on the northern side of Chislehurst Road, and lies between Chellows, a two storey detached house, to the west, and Kingsmere, a two/three storey flatted development to the east. The site is occupied by a detached bungalow which is set significantly further back into its plot than the neighbouring dwellings to the south-west which front Chislehurst Road, and is well screened from the road frontage.

The development at Kingsmere to the east is constructed in a staggered form, and extends further to the front and rear of Applegarth. A further flatted development is being constructed to the north-east of Kingsmere on the site of Little Moor, which was allowed on appeal in early 2015.

Proposal

It is proposed to demolish the existing bungalow and erect a 2.5 storey building comprising four, two bedroom flats in a similar part of the site. Five car parking spaces are provided to the front elevation. Comprehensive landscaping and a bin and cycle store are also proposed to be erected. A transport assessment and tree protection plan have been submitted in support of the proposal.

The scheme has been submitted following an appeal decision for a previous proposal to erect a block of flats at the site - ref: 15/01891/FULL1.

Consultations

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

- The proposed building is as large and as unsightly as the one rejected.
- The proposal would still result in a cramped over development of the plot
- The development is still too close to the boundary fence, over shadowing Kingsmere.
- Windows overlook Kingsmere
- Inadequate parking
- Access is too small
- Contrary to London Plan and Unitary Development Plan policies
- Fundamental change of land use from a single dwelling to multiple flats that changes the character of the area
- Overlooking to the rear, exacerbated by the loss of trees
- Increased noise levels associated with flat developments
- Parking does not allow for visitor spaces
- There is no guarantee the development wont increase with size during development.
- A considerable amount of mature trees will need to be felled
- The proposed balcony will overlook the neighbouring balcony
- The building has now moved closer to Kingsmere

Consultees

Highways - The proposal includes five parking spaces and includes one for disabled on the frontage which meets UDP standards. The access is proposed to be widened and a safety audit should be submitted, if permission was to be granted.

Drainage - No objections subject to conditions

Thames Water - No objections subject to informatives.

Environmental Health (Housing) - No objections however comments have been received with regard to fire safety, outlook and ventilation

Tree Officer - The application site is not subject to tree related restrictions. It can be seen that a tree reason formed part of the decision to refuse application 14/02625/FULL1. This application has been supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicates trees to be removed to facilitate the development. These trees proposed for removal are category C and should not form a constraint to the development. It is clear that a number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high.

The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Arboricultural Method Statement (AMS) will reduce the impact upon retained trees.

Planning Considerations

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

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
NE7 Development and Trees
T3 Parking
T18 Road Safety

Supplementary Planning Guidance 1 and 2

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

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.9 Mixed and Balanced Communities
5.12 Flood Risk Management
5.13 Sustainable Drainage
6.9 Cycling
6.13 Parking
7.1 Building London's Neighbourhoods and Communities
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.6 Architecture
7.8 Heritage assets and archaeology
7.21 Trees and Woodland
8.3 Community Infrastructure Levy

The Mayor's Housing Supplementary Planning Guidance

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

Planning History

Permission was refused in October 2014 (ref.14/02625) for the demolition of the existing bungalow and the erection of a three storey building containing 6 two

bedroom flats, together with basement level car and cycle parking and a refuse and recycling store on the following grounds:

"The proposed development due to its excessive proportion, scale and bulk would result in the unacceptable sub-division of the existing plot resulting in a cramped overdevelopment of the site harmful to the appearance of the street scene, the visual amenity of the surrounding area and detrimental to residential amenity contrary to Policies BE1 and H7 of the Unitary Development Plan and the National Planning Policy Framework."

The subsequent appeal was dismissed in February 2015 wherein the Inspector considered that although the proposals would not have an adverse effect on the character and appearance of the area, they would significantly affect the living conditions of the occupants of adjacent residential properties.

Permission was refused in September 2015 (ref: 15/01891) for the demolition of existing bungalow and the erection of a three storey building comprising 2 three bedroom and 3 two bedroom flats with basement and frontage car parking and cycle and refuse storage on the following grounds:

"The proposed building would, by reason of its size, bulk and close proximity to the dwelling and rear garden of Chellows, have a seriously detrimental impact on the amenities of the adjoining occupiers by reason of loss of outlook and privacy, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan".

The subsequent appeal was dismissed with the Inspector stating that the development would have considerable height and bulk very close to the planted boundary of Chellows. The part of the proposed building nearest the joint boundary would comprise large areas of unrelieved elevation. Despite the planting at Chellows and some to be retained on the appeal site, that part of the proposed building would dominate views from the nearest parts of the garden at Chellows. For this reason it would feel oppressive when viewed from within it. With regard to privacy, the proposed building would include windows to habitable rooms in flats 3 and 5, which would increase the potential for overlooking into the private rear garden of Chellows. Further, it would include a side terrace at first floor level, to flat 3, which, although it would be recessed, would also allow some views into that private rear garden

Conclusions

The main issues relating to the application are whether the revised proposals have adequately overcome the previous Inspector's concerns in terms of the detrimental impact on the amenities of 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 application has been substantially amended from that previously refused in the following respects:

- Change in overall design, from a modern, boxy design to a more traditional, mock-Tudor appearance
- Change in roof profile to a hipped roof
- Reduction in floors from 3 to 2
- Reduction in units from 5 to 4
- Removal of underground car parking
- Increased distance between the proposal and the boundary with Chellows (2.4m-5.5m at single storey and 8m-14m at two storeys)
- The 1st and 2nd floors of the building are set further back from 'Chellows' than the ground floor, and the South West Elevation has no habitable rooms.
- Submission of a detailed landscaping scheme including the introduction of a 1.8m high close boarded fence, with a 0.2m trellis, mature hedging and the planting of replacement semi-mature trees.

Principle of Development.

Housing is a priority for all London Boroughs and the Development Plan welcomes the provision of 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.

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 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 and 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.

On this basis, the principle of an increased form of residential accommodation on this site has been accepted through previously dismissed schemes, therefore an increase in the number of units on the site can be considered an appropriate use, subject to an assessment of all other matters inclusive of neighbouring amenity, design and highways.

Design, Siting and Layout.

Policy 3.4 of the London Plan 2015 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.

Policy BE1 states that 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 H7 requires that 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.

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.

In terms of the impact of the previous scheme on the character and appearance of the area, the Inspector accepted that the building would be of quite a substantial scale, and that the prevailing form of development along Chislehurst Road was generally of a low suburban character. Despite this, he considered that "the proposal would not be out of keeping with the more intensive built form of Kingsmere, or that recently approved to be built at Little Moor, and which together also provide a distinct character to the site's immediate context." Taking this into account, and the fact that the proposed building would not be situated closer to the road than the existing bungalow along with the presence of a deep band of existing mature vegetation to screen the development, he found that "the size, scale and bulk of the proposed building would not constitute a cramped form of development that would be harmful to the character and appearance of the area." Whilst several amendments have been made to the scheme since these comments were made, the scheme now provides a smaller, more traditional form of development therefore the comments made are still pertinent within the decision making process.

The scheme now has a 'mock Tudor' cladding to all elevations. Whilst it is considered that the material palette proposes high quality materials in the form of

brick, wood and minimal render, the scheme does appear quite convoluted and busy, particularly with regard to the differing roof pitches and fenestration arrangement. Nevertheless, whilst Officers consider the design could be approved upon, it is noted that the site will be obscured from the wider locality by the mature planting along the front boundary, furthermore 'mock Tudor' properties are readily found within the wider Chislehurst area and, on balance, Members may consider this form of development acceptable.

The current scheme also proposes a reduction in the number of flats from 5 to 4 within a comprehensively re-designed scheme which reduces the bulk and starkness of the previous application in favour of a more traditional design approach, albeit still of a considerable size and mass. As with the previous schemes, the density of development is not considered to be out of keeping with the area, and the proposed size, scale and bulk of the building would not constitute a cramped form of development on the site, nor would the building project further forward than the existing bungalow

Impact of the development upon neighbouring residential amenity

Whilst the scheme has been amended considerably from that previously refused, comments made by the Inspector pertaining to the size and scale of the scheme and the impact on neighbouring properties is still considered a material consideration in the determination of this application.

The Inspector previously stated that the proposed building would be significantly larger than the existing and would have a considerable height and bulk very close to the planted boundary of Chellows. The Inspector also went on to state that the proposed building nearest the joint boundary would comprise large areas of unrelieved elevation. The proposal in this case is located in a similar position to that as previously refused however now includes a single storey addition projecting 2.9m closer to the common side boundary with Chellows. Whilst the built form is closer to the boundary, the majority of the first and second floor accommodation has now been set back from the boundary between 2.1-5.9m, with the first floor accommodation that remains in-situ utilising a hipped roof profile, which mitigates the bulk and oppressiveness of the development when viewed from Chellows.

Whilst the single storey element of the proposal is sited closer to the boundary with Chellows than the previous application, a landscaping scheme has now been introduced with a 1.8m high boundary fence along the common side boundary with the neighbouring property as well as significant planting which is considered to offset any potential harm. In terms of the impact of the flank elevation when viewed from Chellows, a varied design in terms of materials, roof pitches and the introduction of some obscure glazed fenestration has been introduced which is considered to overcome the Inspectors concern in this regard.

Nos.5, 7 and 9 Kingsmere comprise the ground, first and second floor flats immediately adjacent to Applegarth, and in the first scheme, the Inspector was concerned about the overbearing impact of the side elevation of the proposed building due to its size and projection way beyond the front elevation of the adjacent flats. Within the most recently dismissed application, no concern was

raised over the impact upon Kingsmere. In terms of this re-submission, the proposed development is located 700mm closer to the common side boundary and is now proposed to be sited within 1.6m of the neighbouring site, however, the projection past the front elevation has been reduced by 1.2m. The impact of the projection is also mitigated by the introduction of the front facing balcony, so that the brick facade now only encroaches minimally forward of the front elevation of Kingsmere.

The proposal now hosts a hipped roof profile which is considered to mitigate the bulk to a greater extent than the previous design and whilst it is appreciated that the built form is closer to the boundary, given the separation distances and the revised design, Officers, on balance, consider this to be acceptable. Whilst it is noted that the introduction of the balcony is of some concern to the neighbouring residential flats, a 1.8m high obscure glazed screen is proposed along the flank elevation which is considered to adequately overcome issues regarding loss of privacy and overlooking. Although some loss of outlook may occur from the living areas and front balconies at the adjacent flats, this is not now considered to be to such an extent as to warrant a refusal on those grounds, and no undue overlooking of the adjacent flats would now occur.

In terms of overlooking, the Inspector raised concern as to the impact of the habitable windows within flat 3 and flat 5 causing overlooking into the rear elevation of Chellows. A balcony was also proposed to the flank elevation of flat 3 which looked directly into the neighbouring amenity space. The windows to the lounge/dining room of flat 3 has been set back by 5m and set in from the boundary whilst the windows within the second floor have been removed. Officers consider that the revised design, inclusive of the re-location of the fenestration is satisfactory in terms of preventing any actual or perceived overlooking and overcomes the Inspectors concerns in this regard. To the rear, two inset balconies are proposed to flat 3. Whilst it is appreciated that overlooking into the rear most portion of the Chellows garden may occur from these terrace areas, this is away from the dwelling house, and given the size and scale of Chellows rear garden, it is unlikely that this area will be in frequent use as amenity space than that area of garden closest to the rear of the dwelling house.

With regard to the impact of Sandfield Cottage to the rear, a separation of 35m is maintained between the rear elevations, and the previous Inspectors comments are noted as to the lower land level of the neighbouring property. In order to address the concerns of the Inspector, the previous scheme proposed a staggered form of development in order to break up the expanse of building when viewed from the rear. This is still the case, however it is noted that this is to a lesser extent than previously and two balconies have been re-introduced to the rear, however these are now inset and not projecting as they were previously proposed. The previous Inspector also raised concern with the amount of habitable room windows to the rear elevations, which have been reduced in amount and size within this application. Additionally, the two balconies serve the same apartment, therefore are unlikely to be used to such an extensive degree as if they were serving two separate dwellings. The balcony on the upper floor also serves a bedroom and not a primary living space.

On balance, it is considered that the reduced bulk of the building in addition to the alterations to the extent and size of the fenestration to the rear would result in a development that would not significantly affect outlook and privacy to Sandfield Cottage to warrant a refusal on those grounds.

Standard of Residential Accommodation

Policy 3.5 of the London Plan (2015) Quality and Design of Housing Developments 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.

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

The floor space size of each unit measures no less than 135sqm. There is a requirement for a Gross Internal Area of 70m² for a 2 bedroom 4 person unit within the London Plan and on this basis the floorspace provision is considered acceptable.

The shape and room size in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use. Within the upper floor flats it is noted that the primary means of ventilation and natural light are through roof lights, however given the siting of inset balconies, the overall provision of natural light to the residential unit is considered acceptable.

In terms of amenity space, the development proposes two bedrooms per unit, which is considered to be a dwelling suitable for family use and in need of external amenity space provision. The Applicant has provided outdoor amenity space to the rear and side of the building. Whilst the location of the amenity space would allow for overlooking from the rear balconies, this is not unusual for a flatted arrangement and considered of acceptable size and shape for four units. If permission was to be forthcoming, a condition will be added for details of the boundary treatment to be submitted.

Highways

No objections have been raised by the Council's Highways team subject to conditions.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The location and specification of the bin store have been supplied and are considered acceptable. A condition can be added should permission be forthcoming to retain the bin store and the location of this in perpetuity.

Trees and Landscaping

The application site is not subject to tree related restrictions. It is noted that a reason for refusal in respect of trees formed part of the decision to refuse application 14/02625/FULL1. This application has been supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicates trees to be removed to facilitate the development. These trees proposed for removal are category C and should not form a constraint to the development. It is clear that a number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high.

The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Arboricultural Method Statement (AMS) will reduce the impact upon retained trees. All these elements can be conditioned.

Conclusion

Having had regard to the above it was considered that the size, scale, design and spatial relationship of the proposed extensions to surrounding properties is acceptable and sits well with surrounding development. The proposed development causes no harm to the wider locality and whilst of a considerable size and scale, is considered in keeping with its residential setting and of acceptable design.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

Reason: In order to comply with Policy BE1 and BE11 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

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

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

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

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

- 7 During the demolition construction works hereby approved no building operations shall be carried out on the site other than between the hours of 08:00 to 18:00 Mondays to Fridays inclusive and 08:00 to 13:00 on Saturdays and no operations shall be carried out at all on Sundays or on statutory Bank Holidays.**

Reason: To maintain the residential amenity of the surrounding residential development in accordance with policy BE1 of the Unitary Development Plan

- 8 Details of the layout of the access road and turning area including its junction with Chislehurst Road, with appropriate road safety audits; and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority prior to commencement and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 1m; in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.**

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

- 9 The gradient of the access road; shall not exceed 1:10; 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.

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

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

- 11 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be constructed in accordance with the plans hereby submitted, and permanently retained thereafter.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a

location which is acceptable from the residential and visual amenity aspects.

- 12 Before any part of the development hereby permitted is first occupied, bicycle parking ,including covered storage facilities, shall be constructed in compliance with the plans hereby approved 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.

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

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

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

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

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

- 16 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.

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

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

18 The landscaping details approved as part of the planning application by Local Planning Authority, shall be implemented in the first planting season following the 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 completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

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

19 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 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the

owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

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

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

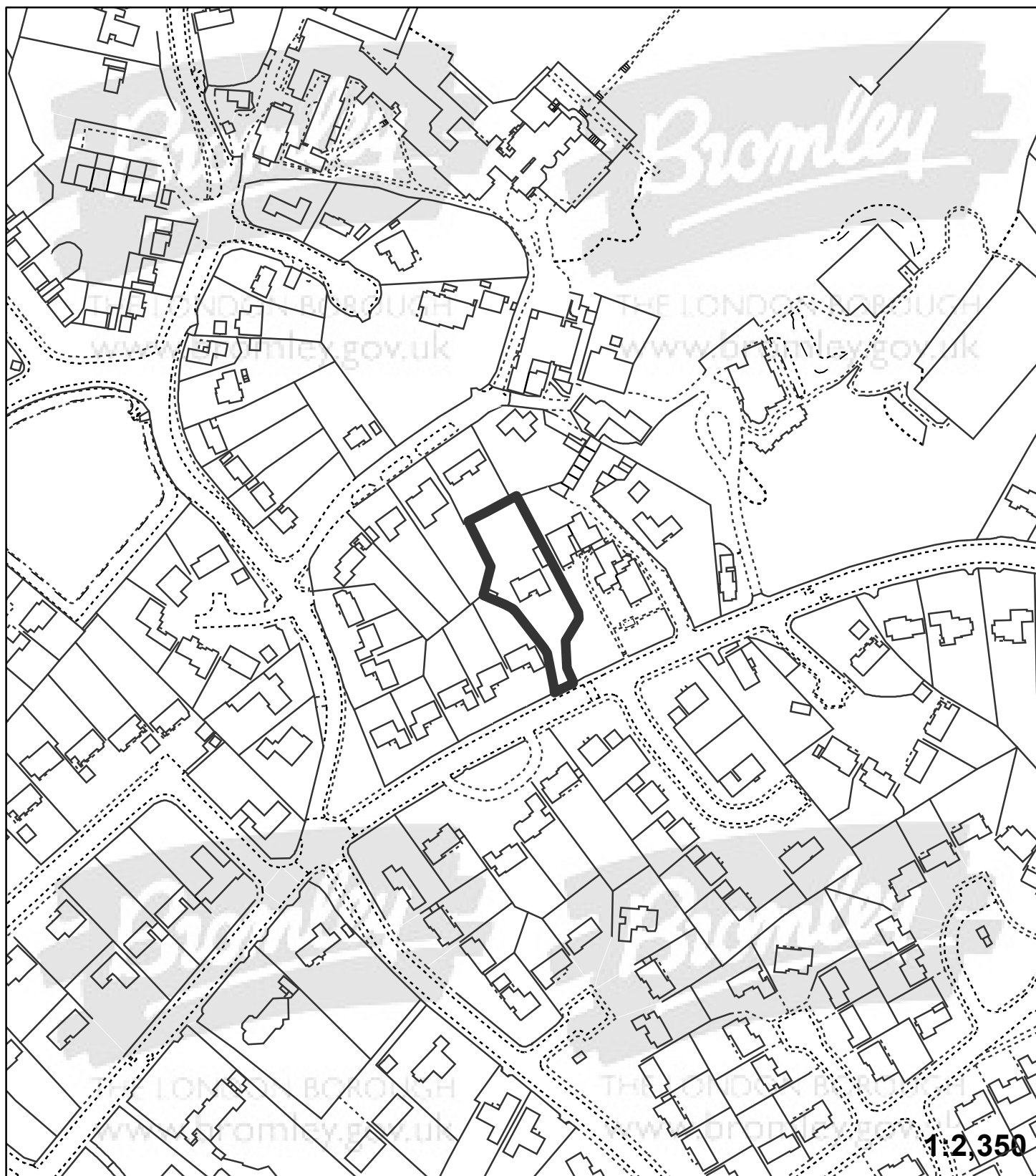
- 2 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development."**

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Application:16/03224/FULL1

Address: Applegarth Chislehurst Road Chislehurst BR7 5LE

Proposal: Proposed demolition of existing bungalow and the erection of a 2.5 storey building comprising four x two bedroom apartments with car parking, cycle and refuse storage.



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

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SECTION '2' – Applications meriting special consideration

Application No : 16/03225/FULL1

Ward:
Mottingham And Chislehurst
North

Address : Palmer Bros Albert Road Mottingham
London SE9 4SW

OS Grid Ref: E: 542355 N: 172444

Applicant : Bencewell Properties Ltd

Objections : YES

Description of Development:

Demolition of existing buildings, change of use from MOT test and repair centre (Class B2) to residential (Class C3) and erection of a three storey block comprising 1 three bedroom and 8 two bedroom flats with associated parking and landscaping.

Key designations:

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

Proposal

Permission is sought for the change of use of the site from an MOT test and repair centre (Class B2) to residential (Class C3), the demolition of all buildings at the site and the erection of a three storey block comprising 8 two bedroom and 1 three bedroom flats. The proposal includes associated car parking and communal landscaping area. Access to the site will be via the existing access from Albert Road.

The footprint of the building will measure 14.8m in width and 15.m in depth. The proposed building will have a flat roof with a height of 8.6m, replacing the existing buildings that have a maximum height of 4.6m.

The application is accompanied by an Arboricultural Report and supporting statements including a Planning Statement, and a statement of marketing of the site for continued business use.

Location

The site is located on the south side of Albert Road and to the north of Shottery Close. The site currently comprises of 4 single storey commercial buildings with associated hardstanding and is in use as a car repair and MOT centre (Class B2).

The surrounding area contains a mixture of semi-detached and terraced residential properties set within modest plots. The surrounding area is typically characterised

by a mix of two storey buildings with pitched roofs and three storey town-house style development. There are no site designations or specific constraints.

Comments from local residents

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

- Overdevelopment of the site
- Excessive height and bulk
- Lack of sufficient parking for site workers
- Detrimental impact on the character of the area
- Development of flats would set a precedent for other flatted development in the area that would be out of character
- Loss of light and harmful/oppressive visual impact.
- Impact on privacy of neighbouring properties

Consultations

Highways - no objections are raised subject to standard and non-standard conditions, particularly to submission of a detailed Construction Management Plan.

Drainage - no objections raised subject to standard conditions.

Thames Water - no objections raised subject to an informative.

Environmental Health (Pollution) - no objections subject to a standard condition and informatives.

Thames Water - no objections raised subject to an informative.

Natural England - 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
H1 Housing Supply
H7 Housing Density & Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T7 Cyclists
T18 Road Safety
EMP5 Development Outside Business Areas
NE7 Development and Trees

SPG1: General Design Principles
SPG2: Residential Design Guidance

London Plan Policies:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
4.4 Managing Industrial Land and Premises
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
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture

The National Planning Policy Framework (NPPF)

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

DCLG Technical Housing Standards (March 2015)

Planning History

There is no recent and relevant planning history at the site.

Conclusions

The main issues relating to the application are as follows:

- The principle of residential development at the site and the loss of the business use.
- The impact upon the character of the wider area.
- The impact upon the amenities of neighbouring residents.
- The impact on highway safety.
- The standard of accommodation provided for future occupants.
- The impact on trees.

Principle of Development

The NPPF and London Plan support the more efficient use of land to provide residential development, when sited in suitable locations. Policies H1 and H7 of the UDP are also supportive of an increase in residential land use subject to assessment in terms of impact on local character.

The existing use at the site is a car repair and MOT testing centre, which is considered to be a Class B2 (general industry) use. Policy EMP5 of the UDP seeks to protect business sites outside of Designated Business Areas and will only permit changes of use away from suitable business uses provided that:

'The size, configuration, access arrangements or other characteristics make it unsuitable for uses Classes B1, B2 or B8 use; and

Full and proper marketing of the site confirms the unsuitability and financial non-viability of the site or premises for those uses.'

The NPPF outlines under the following paragraphs the need to avoid protection of such sites where there is no longer viability for such uses:

- '22. Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

51. Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.'

The application is accompanied by a statement from the current occupiers of the site that outlines that the business has operated at a loss for the past three years. Also included is a statement from Linays Commercial that concludes that the site's location within a residential area, along with the arrangement of the existing dated buildings, makes it unsuitable for continued Class B uses.

Failed marketing has been demonstrated over a period of time where there were no successful enquiries into the site, mainly due to the non-commercial location and poor quality of the buildings at the site due to their age, arrangement and unsuitability for modern working practices. It can be argued that the location in a residential area make continued business use a challenge. In respect to Policy EMP5, the site is considered to have a poor arrangement and configuration for business use, alongside the failed marketing exercise, therefore the loss of the use is considered policy compliant. When assessed alongside the NPPF guidance and the applicant's statement concerning the business, which runs at a loss and on reduced staff numbers, the loss of a business use at this location is considered acceptable in this case.

Design

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

Whilst the principle of residential redevelopment is considered suitable at the site, the replacement with a building of the three storey scale proposed in design terms must also be carefully considered. Following feedback from pre-application, the design has been amended to provide a three storey design with a flat roof (maximum height of 8.8m). This reduces the originally proposed bulk and is considered more reflective of the local character, which comprises three storey townhouses and two storey dwellings with pitched roofs. This design, coupled with the separations provided to neighbouring buildings, is considered to respect the character of the area and would read sympathetically in the street scene.

Residential Density

Table 3.2 of the London Plan outlines suitable residential density figures throughout London, subject to setting and public transport accessibility. Within an urban location such as this, with a PTAL rating of 2, a residential density of 55-145 units per hectare would be expected, where the average number of habitable rooms per unit is 3.1-3.7.

The site has an approximate area of 0.11 hectares. The provision of 9 units would therefore result in a site density of 81.8 units per hectare. This density is therefore considered to be suitable for the site, given the PTAL rating.

Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

The Technical Housing Standards published by the Department for Communities and Local Government requires a Gross Internal Area of 70m² for a two bedroom four person flat and 86m² for a three bedroom five person flat. Compliance with these unit standards has been achieved in the design. Minimum room sizes are also compliant with the recommendations of the London Plan Housing SPG guidance.

The development provides no private outdoor amenity space, and therefore does not comply with the London Plan Housing SPG, however the building will be comfortably sited within the plot to achieve a communal outdoor amenity space of in excess of 200m². The site is also within 200m of a recreation ground and therefore it is considered that the amount of amenity provided by the site and its surroundings make it suitable for a development of this type.

Residential Amenity and Impact on Adjoining Occupiers

Policy BE1 of the UDP requires development to 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 proposed development is considered acceptable in terms of its impact upon the amenities of neighbouring occupants. The nearest neighbouring properties on Albert Road and Model Farm Close have been respected by providing a generous separation of 11m and 12m respectively to the boundaries of the site so that any significant visual impact or loss of light would be avoided. The provision of balconies facing west or east would have resulted in overlooking of the neighbouring properties and therefore these have not been included. There are no windows serving habitable rooms proposed on the eastern elevation, and smaller bathroom windows can be obscurely glazed by condition to protect the amenities of facing properties on Albert Road. Proposed windows to the western elevation are not considered to overlook properties on Model Farm Close, which are also sited with a further separation from the proposed block.

In respect to noise and disturbance, it is considered that the proposal is likely to result in a similar level of vehicular movement and site activity as the existing use, therefore it is not considered that the proposal would generate a harmful level of noise and general disturbance at the site over and above the existing use.

Highways and Parking

The Council's Highways Officer has advised that the site is located in an area with a low PTAL rating of 2 (on a scale of 1 - 6, where 6 is the most accessible). The Highways Officer has stated that the car parking provision is acceptable, as is the cycle storage provision. Refuse collection from Albert Road is also acceptable. Albert Road is a narrow residential road and therefore a detailed Construction Management Plan is required by condition.

Trees and ecology

The Council's Tree Officer has stated that there are no tree constraints at the site, with mature trees found only along the periphery. The development of the site provides an opportunity to retain suitable trees on the boundaries and include a provision for new tree planting. The accompanying Arboricultural Report confirms the retention of boundary trees and new landscaping. Retention of trees and their protection during construction can be controlled by condition.

The submitted ecological report confirms no suitable habitat for bats and only scattered tree habitat for birds. Natural England has made no comment on the application and it is considered that, due to the nature of the site and its use, the proposal would not impact harmfully in terms of ecological impact.

Summary

On balance, it is considered that the proposed development would not impact harmfully on the character of the area and would not result in the unacceptable loss of a business site. No harmful impact would result on the amenities of neighbouring properties or on conditions of highway safety. The standard of accommodation provided for future occupants is also considered to be suitable. It is therefore recommended that Members grant planning permission.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 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 The boundary enclosures indicated on the approved drawings shall be completed before any part of the development hereby permitted is first occupied and shall be permanently retained thereafter.**

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

- 4 No 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.

- 5 No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every**

tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

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

- 6 No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

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

- 7 No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

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

- 8 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

- 9 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.

- 10 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby

permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

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

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

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

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

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

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

- 12 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.

- 13 Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be

provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason: In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

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

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

- 15 Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3x2.4x3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

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

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

- 17 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

- 18 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.

- 19 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local

Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

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

- 20 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.

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

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

- 22 Before the development hereby permitted is first occupied, the proposed window(s) in the first and second floor eastern 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.

- 23 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the 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.

- 24 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.

- 25 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.

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

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

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

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

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

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

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

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

- 27 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.

- 28 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.

You are further informed that :

1. This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.
2. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
3. Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
4. Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
5. 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.

6. **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.**

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

Application:16/03225/FULL1

Address: Palmer Bros Albert Road Mottingham London SE9 4SW

Proposal: Demolition of existing buildings, change of use from MOT test and repair centre (Class B2) to residential (Class C3) and erection of a three storey block comprising 1 three bedroom and 8 two bedroom flats with associated parking and landscaping.



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

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

Application No : 16/02045/FULL6

Ward:
Cray Valley East

Address : 1 Rutland Way Orpington BR5 4DY

OS Grid Ref: E: 547444 N: 167133

Applicant : Mr P J Siepak

Objections : YES

Description of Development:

Roof alterations to incorporate rear dormer & front rooflights, first floor side and single storey rear extensions

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 26

Proposal

The proposal involves a first floor side extension which would have a width of 2.7m spanning the nearly the full length of the property, however it would be set back 0.5m from the front elevation. The proposed first floor extension would have a pitched roof which would be hipped and would have a maximum height of 8.4m. The proposal would involve roof alterations incorporating a flat roof rear dormer extension which would have a width of 3.8m and a height of 2.3m. Two front rooflights are also proposed.

A single storey rear extension is also proposed which would increase the width of the existing single storey rear extension so that it would span the full width of the dwellings and side extension, extending up to the north flank boundary and would have a total width of 8m. The rear extension would have a pitched roof which would be hipped and would have a height of between 3.05m and 4m.

Location

The application site is situated on the western side of Rutland way and hosts an end of terrace dwelling. There is an side access along the south boundary of the site which is around 2.9m wide and ends around half way along the site. To the other side of the access way abuts the rear boundary and gardens of Nos. 39-49 Chelsfield Road.

Consultations

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

- If permitted, construction works should abide by rules and regulations
- Works should finish at correct time
- Concerns that building works will go on until late at night Mondays to Sundays which would be a disturbance
- No objections provided windows in side elevation are frosted glass and non openable
- Clear glass windows in flank will invade privacy in their garden

Comments from Consultees

No comments were received.

Planning Considerations

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

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space
T18 Road Safety

Supplementary Planning Guidance (SPG) 1 General Design Principles
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

London Plan 2015

6.12 Parking
7.4 Local Character
7.6 Architecture

National Planning Policy Framework 2012 (NPPF)

Planning history

Planning permission was granted under ref. 90/00087 for a single storey front, side and rear extension.

Conclusions

The main issues relating to the application are:

- the effect it is likely to have on the character and appearance of the area,
- the impact it would have on the spatial standards of the local area

- the impact it would have on the amenities of the occupants of surrounding residential properties.

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

The proposal would involve a first floor side extension above an existing single storey side garage which is built right up to the flank boundary. The proposal site, whilst having a large garden, is relatively narrow and the proposed extension being hard up to the flank boundary is therefore contrary to the Council's side space policy H9. However, Members may consider that in this instance, the proposal is unlikely to result in unrelated terracing as a result of the site being adjacent to an access way between the site and the rear gardens of Nos. 39 - 49 Chelsfield Road. The side/rear access is approx. between 1.3m - 2.9m and is therefore unlikely to be developed. To the other side of the access are the rear gardens of dwelling on Chelsfield Road and there is a separation of at least 31m from the proposed first floor extension to the rear of Nos. 49 and 47. Therefore, on balance, Members may consider that the proposal is unlikely to result in a cramped appearance, nor is it likely to lead to an unacceptable loss of visual amenity to the surrounding area or a detrimental impact on the spatial standards of the area, therefore it complies with the overall aims of Policy H9.

The proposed two storey element has been set back from the front of the property by 0.5m and the ridge line of the extension would be slightly lower than the ridge height of the original dwelling (by 0.2m) which would be subservient to the existing property. Members may consider that this element, due to its design and relatively modest size, is unlikely to have significant impact in the streetscene and is unlikely to harm the visual amenities of adjoining owners.

The proposal involves extending the width of an existing single storey rear extension so that it would be built up to the shared boundary with No. 3. The single storey element to the rear would have a maximum rear projection of 3.4m. However, the adjoining dwelling has a rear conservatory close to the shared boundary and extends further into the garden than the proposed extension, therefore it is not considered to result in a significant loss of light or outlook to the neighbouring property. There are no windows in the flank elevation at first floor but given its separation of at least 31m to the rear of Nos. 39 and 49, it may be considered that this element of the proposal is unlikely to lead to a loss of privacy or outlook to either neighbouring properties.

Whilst the proposal is not compliant with the Council's side space policy, Members may consider that on balance, the proposal is acceptable in that it is unlikely to result in a cramped appearance in the streetscene and is unlikely to have a seriously harmful impact on surrounding residents, therefore broadly complying with the aims of Policies BE1, H8 and H9 of the Unitary Development Plan.

Amended plans were received 28th July 2016 which reduced the height of the proposed extension so that it is stepped down by 200mm from the ridge of the original roof.

Background papers referred to during production of this report comprise all correspondence on file ref.16/02045, excluding exempt information.

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

**RECOMMENDATION: PERMISSION
as amended by documents received on 28.07.2016**

Subject to the following conditions:

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

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

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

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

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

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

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

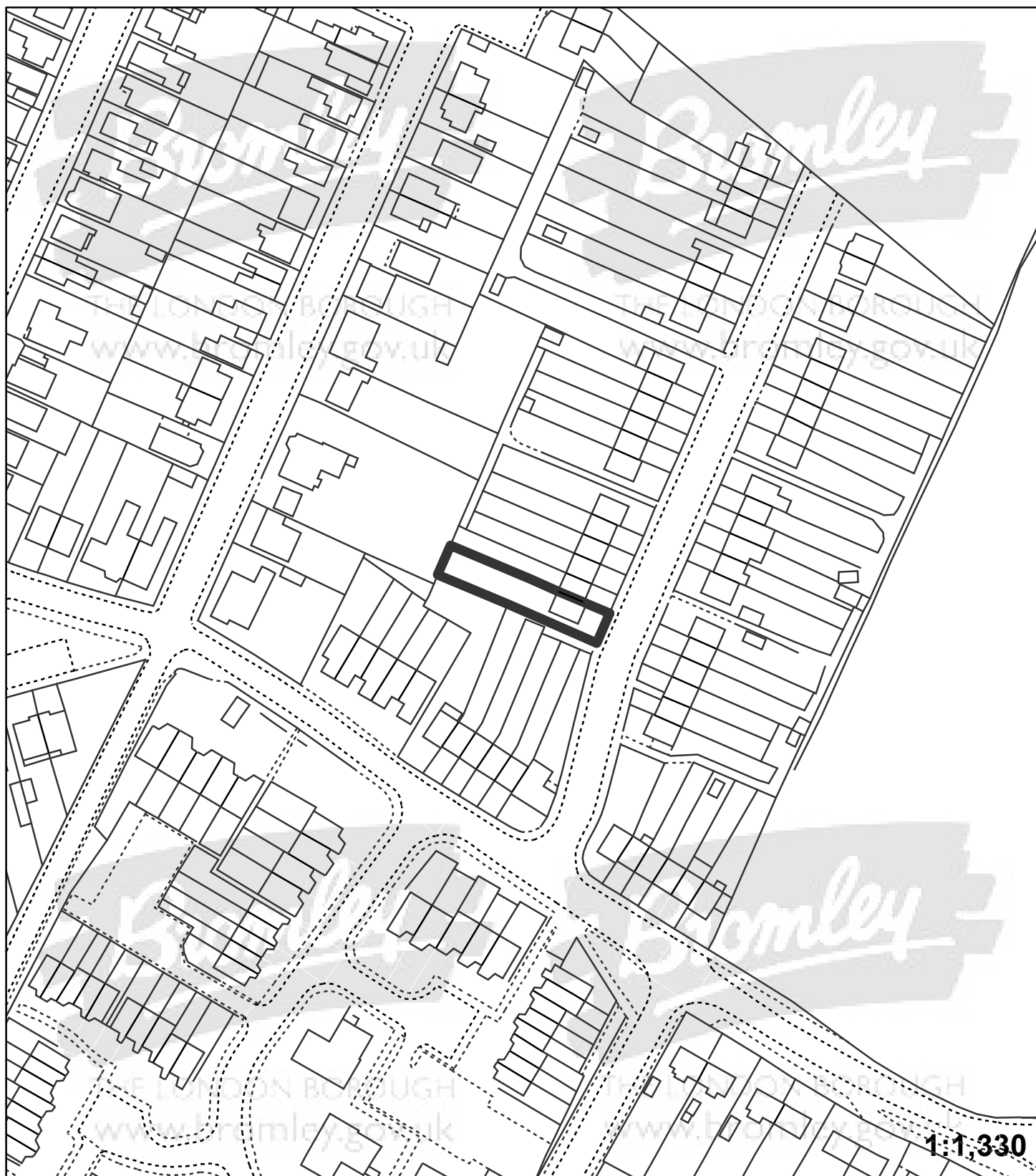
REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties

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Application:16/02045/FULL6

Address: 1 Rutland Way Orpington BR5 4DY

<BOL>Proposal:</BOL> Roof alterations to incorporate rear dormer & front rooflights, first floor side and single storey rear extensions



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

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

Application No : 16/02606/FULL1

Ward:
Cray Valley West

Address : 89 Cotmandene Crescent Orpington
BR5 2RA

OS Grid Ref: E: 546518 N: 169379

Applicant : Mr White

Objections : NO

Description of Development:

Alterations to shopfronts (85, 87 and 89 Cotmandene Crescent)

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 20

Proposal

Permission is sought for alterations to the shopfronts of units 85, 87 and 89. The existing entrance door to Unit 87 is set back approximately 0.45m from the front of the property, whilst the entrance to Unit 89 is set back approximately 1.15m. It is proposed to infill these existing entrances to bring the entrance door in line with the front of the property and create a flat front elevation. Two fascia signs would also be installed to cover all three units, and it was noted on site that this has already been completed.

Unit 85 and 87 have most recently been used as Sabre Spares Ltd whilst unit 89 was previously a charity furniture store. It is proposed for the units to form a St Christopher's shop.

The application has been referred to committee as the site is owned by the London Borough Bromley.

Location

The application site forms units 85, 87 and 89 located on the ground floor, on the north-eastern side of the shopping parade on Cotmandene Crescent. The site is not located within a Conservation Area, nor is it 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
BE19 Shopfronts

Planning History

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

- 88/01675/FUL - Single storey rear extension - Permitted 22.06.1988
- 03/01780/DEEM3 - Security shuts - Permitted 03.07.2003
- 06/03145/FULL2 - Change of use from retail shop (A1) to 24 hour minicab firm and travel agency - Refused 06.12.2006
- 14/00408/FULL2 - Change of use from retail (A1) to pet grooming, cattery with a maximum of 10 units, and a non-livestock pet shop (Sui Generis) - Permitted 15.05.2014 (Not implemented)

It is also noted that the site is also the subject of a further application ref: 16/02926/ADV for the addition of 2x non-illuminated fascia signs (units 85, 87 and 89).

Conclusions

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

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

Policy BE19 of the Council's UDP seeks to ensure that applications for new shopfronts are well-related to their context; are of a high-quality of design and are sympathetic to the scale and existing features of the host building and its surroundings.

The proposed alterations to the existing shop front include the infill of the existing entrances to Units 87 and 89 to create a flat front elevation. The proposed entrance door to the Unit at 89 would also be relocated to a more central position within the shopfront. Two new fascia signs are also proposed, however separate permission for these are sought under application ref: 16/02926/ADV.

The site is located within a commercial shopping parade within Cotmandene Crescent with a variety of shopfront designs, although there are a number of other

properties with similar front entrances including Unit 85. As such, it is not considered the proposed shopfront alterations would be out of character with the area, or that they would have a detrimental impact to the host property, streetscene, or neighbouring amenities.

Units 85 and 87 have most recently been used as Sabre Spares Ltd whilst Unit 89 was previously a charity furniture store. It is proposed for the units to form a St Christopher's shop. The existing units are an A1 use and the proposed use would be considered to fall within this use class.

Having regards to the above, it is considered that proposed alterations to the shop front would be acceptable in that it is in keeping with the character and appearance of the host building, shopping parade and streetscene in general.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

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

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Application:16/02606/FULL1

Address: 89 Cotmandene Crescent Orpington BR5 2RA

Proposal: Alterations to shopfronts (85, 87 and 89 Cotmandene Crescent)



"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 : 16/02851/FULL6

Ward:
Hayes And Coney Hall

Address : 47 Pickhurst Mead Hayes Bromley
BR2 7QP

OS Grid Ref: E: 539643 N: 166885

Applicant : Mr _ Mrs Price

Objections : YES

Description of Development:

Part one/two storey side/rear extension and associated elevational alterations, demolition of existing detached garage.

Key designations:

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

Proposal

The application seeks consent for the construction of a part one/two storey side/rear extension, elevational alterations and the demolition of a garage.

The proposed two-storey side/rear addition would measure 7.1m in depth, including a 2m rearward projection. It would be set back from the front elevation by approximately 4m and would incorporate a pitched roof, which has been set down at ridge level. The proposed extension would then wrap around the rear elevation at ground floor level. This single-storey extension would span the full width of the host dwelling and would measure 2m in depth. It would include a pitched roof which an eaves height of 3.2m and a maximum height of 4m.

Location

The application relates to a two-storey semi-detached residential dwelling, which is located on south side of Pickhurst Mead. It is located on a bend in the road, at the junction where Pickhurst Mead changes into Pickhurst Green. Due to its position on the bend the boundary of the site tapers inwards towards the rear, narrowing into an apex. There is an existing detached single-storey garage located to the side of the property, which would be demolished. The property benefits from a prominent front gable with Neo-Tudor detailing and a mansard roof towards the front. The side elevation is staggered with an existing two-storey side projection, which appears to be an original feature of the property. The surrounding area is characterised by semi-detached residential dwellings, however the architectural detailing is varied.

Consultations

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

- o Block light to neighbouring properties, gardens and patios
- o The single-storey extension would reduce light to neighbouring dining room
- o Sense of enclosure for neighbouring properties and their rooms

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

No relevant planning history

Conclusions

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

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

Design

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

The proposed two-storey side/rear extension would be a highly visible element within the streetscene, due to the location of the property and its position at a bend in the road. The proposed extension has however been set back considerably from the front elevation. It would incorporate a pitched roof, which would be lower than the main ridge height and it would build on an existing side projection thereby retaining some of the original form. The overall appearance would be subservient and would not result in significant harm to the character and appearance of the

host dwelling. The wider locality includes a range of housing styles and two-storey side extensions are noted elsewhere within the street. A suitable condition could be imposed to ensure the use of matching materials if Members were minded to grant planning permission.

A single-storey extension is also proposed to the rear of the property. This would measure 2m in depth and is considered to be of a size and scale that is proportionate with the host dwelling. It would not be visible from the public realm and would not result in significant harm to the character and appearance of the host dwelling or area in general.

Policy H9 requires proposals of two or more storeys in height to be a minimum of 1m from the side boundary. However, H9(ii) states that 'where higher standards of separation already exist in residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties'. Para 4.48 explains that the Council consider it important to 'prevent a cramped appearance and is necessary to protect the high spatial standards and visual amenity which characterise many of the Borough's residential areas'.

In this case, the rear section of the proposed side/rear extension would not comply with the above standard due to the tapering nature of the plot. At its narrowest point the proposal would be set back 0.65m from the side boundary, however to the front this would extend up to 4.4m. The subordinate nature of the proposal and its set back from the front elevation, together with its pitched roof, would ensure the extension was not be overly imposing within the streetscene. The position of the host dwelling on the bend within Pickhurst Mead and more generous plot width towards the front of the site would ensure a sense of openness was retained and would therefore prevent a perception of terracing.

Given the above, Members may consider that the proposed development is acceptable in design terms and would not result in harm to the character and appearance of the streetscene.

Neighbouring amenity

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

The main impact of the proposal would be on the immediate neighbouring occupiers.

No 45 Pickhurst Mead is located to the southeast of the application site and is set back from the front building line of the host dwelling, due its position within the road. The proposed two-storey side/rear extension would therefore sit adjacent to the common side boundary with this property. No 45 includes one window within the flank elevation of the dwelling and a single-storey garage is located between the main building and the common boundary. The host dwelling is set forward of No 45, however the extension has been set back considerably from the front

elevation. The primary impact of the addition would therefore be on the flank elevation of this neighbouring property as it would not project beyond its rear elevation. The proposed extension is not therefore considered to be visually overbearing or intrusive due to its position in relation to the neighbouring flank elevation and sufficient separation distance. Similarly, no material loss of light or significant overshadowing is anticipated due to the orientation of the property and building arrangement noted above.

No 18 Pickhurst Green is located to the south west of the application site and adjoins the application property. The proposed two-storey rear extension would project 2m beyond the existing rear building line but would be set away from the common side boundary by 6.7m. No 18 has not been extended at the rear, however the depth of the two-storey element is considered to be modest and it's set back from the common side boundary would prevent it being overly dominant or intrusive. The single-storey rear extension would abut the common side boundary with this property for a depth of 2m. This is considered to be a modest depth but it would be marginally high on the rear elevation, sitting just below the first floor windows. However, this would not exceed 4m in height and the depth of this element would be 1m shorter than the permitted development fall-back position. There may be some marginal overshadowing to the neighbouring patio and rear dining room during the morning hours, however this is not considered to be a material degree given the modest depth of the single-storey addition, permitted fall-back position and set back of the two-storey element. The gardens to the rear are relatively spacious and together with the depth of the extension would prevent an unacceptable sense of enclosure.

In relation to privacy there are no windows proposed within the flank elevation of the two-storey extension. There is already an established degree of overlooking towards the front and rear of the site, however the upper floor window within the rear elevation of the two-storey projection would serve a bathroom. These windows would be obscured glazed. The design of the extension and fenestration arrangement would not therefore result in significant harm by way of overlooking or a loss of privacy.

Having had regard to the above Members may consider that the proposal would have an acceptable impact on neighbouring residential amenities.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development**

hereby permitted shall as far as is practicable match those of the existing building.

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

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

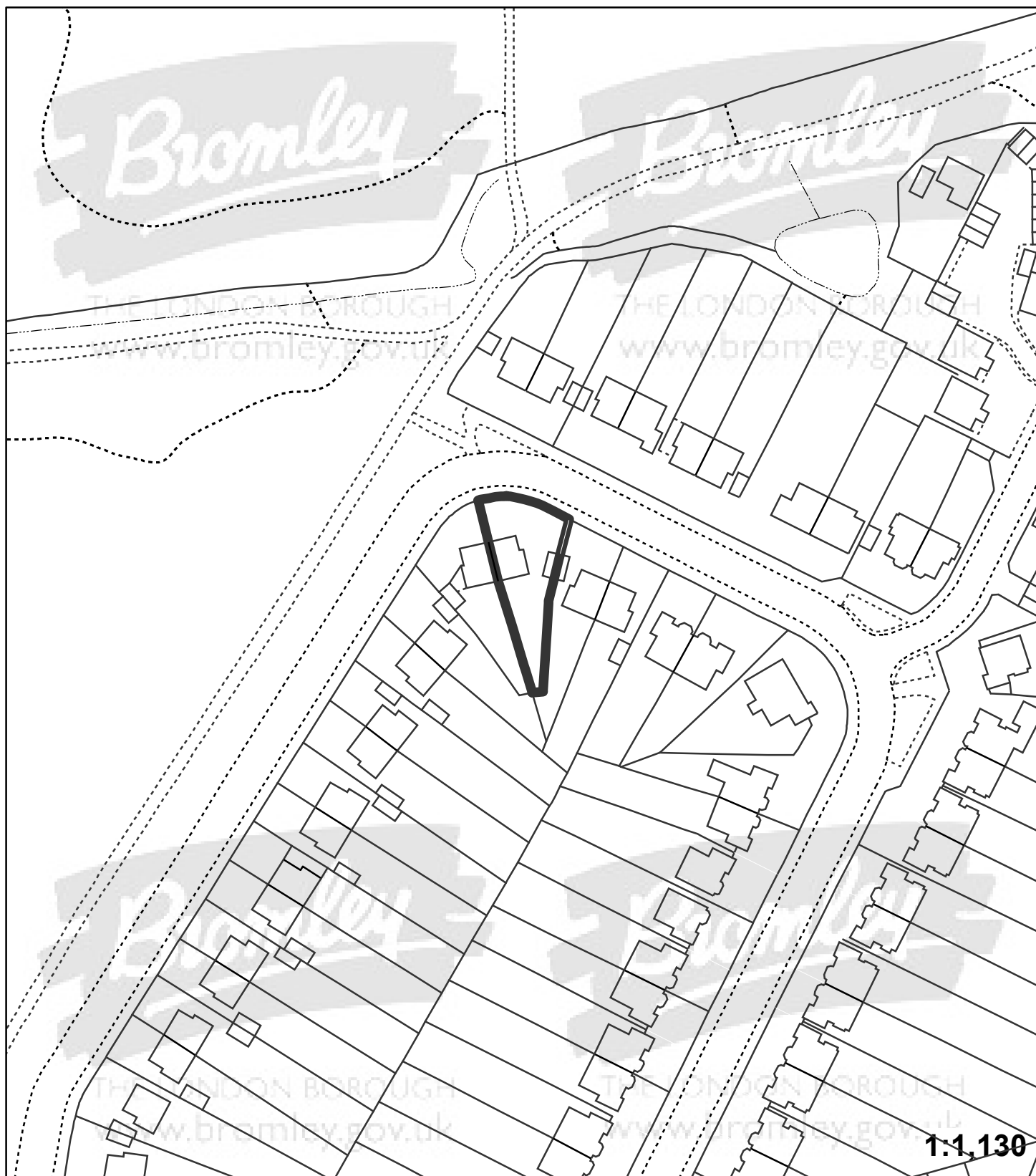
REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

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Application:16/02851/FULL6

Address: 47 Pickhurst Mead Hayes Bromley BR2 7QP

Proposal: Part one/two storey side/rear extension and associated elevational alterations, demolition of existing detached garage.



"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 : 16/02926/ADV

Ward:
Cray Valley West

Address : 89 Cotmandene Crescent Orpington
BR5 2RA

OS Grid Ref: E: 546543 N: 169349

Applicant : Mr White

Objections : NO

Description of Development:

2x non-illuminated fascia signs (85, 87 and 89 Cotmandene Crescent)

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 20

Proposal

This application seeks permission for the following advertisements:

1x non-illuminated fascia sign that is 0.65m high and 11.9m wide. It will be located at Units 85 and 87, and would be 2.9m from ground level.

1x non-illuminated fascia sign that is 0.65m high, 5.65m wide. It would be located at Unit 89 and would be approximately 3m from ground level.

The application has been referred to committee as the site is owned by the London Borough Bromley. It is noted when visiting the site that the proposed signs have been installed.

Location

The application site forms units 85, 87 and 89 located on the ground floor, on the north-eastern side of the shopping parade on Cotmandene Crescent. The site is not located within a Conservation Area, nor is it 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:

BE21 Control of Advertisements and Signs

All other material considerations shall also be taken into account.

Planning History

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

- 88/01675/FUL - Single storey rear extension - Permitted 22.06.1988
- 03/01780/DEEM3 - Security shuts - Permitted 03.07.2003
- 06/03145/FULL2 - Change of use from retail shop (A1) to 24 hour minicab firm and travel agency - Refused 06.12.2006
- 14/00408/FULL2 - Change of use from retail (A1) to pet grooming, cattery with a maximum of 10 units, and a non-livestock pet shop (Sui Generis) - Permitted 15.05.2014 (Not implemented)

It is also noted that the site is also the subject of a further application ref: 16/02606/FULL1 for alterations to the shopfronts at Units 85, 87 and 89.

Conclusions

The main issue in this case is whether the proposed signs would be significantly harmful to the appearance of the host building and the character of the area.

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 proposal seeks permission for 2x non-illuminated fascia signs. The units 85, 87 and 89 are to be occupied by St Christopher's for which the advertisements proposed would provide external branding. The proposed signs would be 0.65m high, with a 11.9m wide sign located at units 85 and 87, and a separate 5.65m wide sign at Unit 89.

Policy BE21 of the UDP relates to the control of advertisements, hoardings and signs and states that advertisements and signs should be in keeping with the scale, form and character of the surrounding area, as well as considering impacts to road users and pedestrians.

Advertisements and signs are an important part of the street scene and can make an attractive and lively contribution to the appearance of shopping areas. In this case it is considered that the proposed signs would respect the host building and would not be intrusive upon the streetscene, particularly given its location within a

shopping parade which consists of a variety of existing signage. Furthermore the proposed signs would be non-illuminated, and therefore are considered to be compliant with Policy BE21 of the Unitary Development Plan.

Having had regard to the above it is considered that the proposed signs are of a sympathetic design, which would complement the existing building and preserve the character of the area.

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: ADVERTISEMENT CONSENT GRANTED

subject to the following conditions:

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.

6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.

Reason: Regulation 14(5), Town and Country Planning (Control of Advertisements) Regulations 2007.

Application: 16/02926/ADV

Address: 89 Cotmandene Crescent Orpington BR5 2RA

Proposal: 2x non-illuminated fascia signs (85, 87 and 89 Cotmandene Crescent)



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

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

Application No : 16/02119/FULL1

Ward:
**Bromley Common And
Keston**

Address : Forest Lodge Westerham Road Keston
BR2 6HE

OS Grid Ref: E: 541976 N: 164318

Applicant : Millgate Developments Limited

Objections : YES

Description of Development:

Erection of detached building comprising 6 No two bedroom flats.

Key designations:

Conservation Area: Bromley Hayes and Keston Commons
Areas of Archaeological Significance
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Sites of Interest for Nat. Conservation
Smoke Control SCA 22

Proposal

The application seeks consent for the construction of a block of 6 No two-bedroom flats. The proposed building would be 2 storeys with additional habitable accommodation within the roof space. The scheme would provide 9 parking spaces and refuse storage.

Location

The application site sits within the grounds of the Locally Listed Building known as Forest Lodge. Forest Lodge is a three storey building that is currently vacant but has recently been granted Prior Approval to be converted into 13 residential flats. There is a separate detached annex building to the south east which is a more modern addition to the site.

The topography of the site varies and includes a drop in ground level towards a set of ponds to the west, which sits adjacent to the site boundary. The site is located within the Bromley, Hayes and Keston Commons Conservation Area and is also adjacent to the Green Belt. The area to the north west of the site is also designated as a Site of Nature Conservation Importance.

The site is surrounded by a mix of large trees, which are subject to TPOs, and shrubs. It is bounded by the residential properties on Rolinsden Way, Poulter Wood to the north west, Keston ponds to the west and Fishponds Road to the south.

Consultations

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

- Significant increase in traffic
- Highway and pedestrian safety concern at the entrance
- Harm to the Green Belt
- Would not preserve the Conservation Area
- Not in keeping with the surrounding area which is low density, with large plots and significant space around buildings
- Overdevelopment of the site
- Loss of privacy
- Loss of light
- Overlooking
- The block still remains three storeys in height.
- Human rights concerns
- Concerns about sewers and waste discharge
- Drainage not sufficient
- Adverse impact on protected trees
- Inadequate parking spaces and will result in overflow parking on Westerham Road
- Neighbours along Rolinsden Way have an access gate at the rear which leads directly on to the site which we have always understood lead onto the common land. The developers have erected a wooden fence which prevents us accessing the site. Millgate have said that neighbours would only be able to enjoy this access if there were no objections to the proposal
- Concerns about the location of the 'approximate' greenbelt boundary.
- Understand there is no shortfall in Bromley's Five Year housing supply
- Previous reasons for reason still apply. This scheme detracts, not enhances the Conservation Area
- Contrary to Conservation Area guidance. References to the extensive gardens of Forest Lodge mentioned in the SPG and a new block in this location would a destroy a key aspect of the CA.
- Within an area of Archaeological significance, particularly the linkage to Romans has not been adequately addressed. Further development will undermine the status of this designation.
- Harm to neighbouring Green Belt including its openness and visual amenity.
- Badgers within the area
- Comments on the applicant design and access statement.
- To describe the application as 'high quality' is subjective any building in this location would not enhance the locally listed building or conservation area

- No justification such as enabling development as Forest Lodge has already been converted.
- Communal bin store is inappropriately positioned and will harm neighbouring amenities by virtue of smells and vermin
- Noise
- A new building will erode the character and of the ponds and surrounding green spaces
- Harm to neighbouring Site of Nature Conservation of Importance and SSSI
- Surface water runoff into the ponds
- Support for the application provided that planting should be native species and contributions made to the community which can be used to improve other areas
- Inaccuracies within the statements provided.
- The SIN boundary is also the boundary to the Hayes and Keston Common Nature Reserve and request that some kind of barrier is installed between the Forest Site and LBB owned land east of the pond are to protect from trampling and disturbance. It is currently undisturbed and home to nesting birds during the spring and summer.
- Welcome the use of native planting close to the site boundary but concerned about inclusion of Bluebells. These must be native and not Hybrid species
- Pleased to see bird and bat boxes
- There should be no run-off from the development into the ponds
- Harm to protected trees
- Schools are already oversubscribed
- Trees do not provide adequate screening for neighbouring properties
- Properties on Rolinsden Way much lower and therefore the proposal would be much higher
- Potential for Crested Newts

Environmental Health (Pollution) - No objections within the grounds of consideration. The layout is not ideal designed with bedrooms sited next to living areas in adjacent flats however this would not be sufficient for me to object on noise grounds.

I would recommend that the following informatives are attached:

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

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

Highways Engineer - The site has a PTAL rating of 1b which is "poor" within the PTAL system. I have seen the transport assessment which suggests that the resulting traffic activity would be significantly lower than that generated by the offices.

Parking provision for the new apartment block will comprise of retaining the existing tarmac hard standing, currently providing twelve spaces. Nine number parking spaces will be retained which is satisfactory.

A securable Cycle store structure and a new 'Pergola' Bin Store are proposed which is satisfactory. Please consult LBB Waste Service regarding size of the refuse storage. Please include the following with any permission:

Condition

H03 (Satisfactory Parking)

H22 (Cycle parking) @ 2/unit

H23 (Lighting scheme for access/parking)

H27 (arrangements for construction period)

Natural England - Natural England has previously commented on this proposal and made comments to the authority in our letter dated 8th December 2015.

The advice provided in our previous response applies equally to this application although we made no objection to the original proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Comments received in respect of the previous application: - Statutory Nature Conservation Sites - No objection. In respect of protected species refer to standing guidance

Thames Water - Waste Comments

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

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

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

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

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

The site is within the area in which the Environment Agency Thames Region requires restrictions on the rate of discharge of surface water from new developments into the River Ravensbourne or its tributaries. Please impose standard condition D02 on any approval. This site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water. Please impose Standard Condition D06 on any approval to this application.

Historic England - This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

In returning the application to you without comment, Historic England stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

It is noted that additional comments were received from the archaeological team at Historic England in respect of the previous application. The following comments were provided and are still considered relevant:

The property is situated within an area of known archaeological potential as defined by borough policy. It is recommended that on this occasion a condition would enable archaeological Observation and Recording of the ground disturbance works. This should be attached with the following condition:

1. *A) no development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological mitigation in accordance with the written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority in writing and a report on that evaluation has been submitted to and approved in writing by Local Planning Authority in writing.*

B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological mitigation in accordance with a written Scheme of Investigation.

Reason - Heritage assets of archaeological significance may survive on the site. The planning authority wishes to secure the provision of an appropriate archaeological investigation including the publication of results, in accordance with Section 12 of the NPPF.

Planning Considerations

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

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
BE10 Locally Listed Buildings
BE11 Conservation Areas
BE14 Trees in Conservation Areas
BE16 Ancient Monuments and Archaeology
H1 Housing Supply
H7 Housing Density and Design
NE1 Development and SSSIs
NE2 Development and Nature Conservation Site
NE 5 Protected species
NE7 Development and Trees
NE8 Conservation and Management of Trees and Woodland
G1 Green Belt
G4 Extensions, Alterations to Dwellings in the Green Belt or on MOL
G5 Green Belt
G6 Land adjoining Green Belt or MOL
ER10 Light pollution
T3 Parking
T7 Cyclists
T18 Road Safety

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

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

Bromley, Hayes and Keston Commons Conservation Area SPG.

London Plan (July 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 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
7.16 Green Belt
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (2015)

National Planning Policy Framework (NPPF) - Relevant chapters include Chapters 7, 9, 11, 12 and Paragraphs 203-206 of the NPPF

Planning History

85/02816/OUT - TWO STOREY REAR EXTENSION OUTLINE
PERMITTED 08.12.1986

87/02717/FUL - THREE STOREY EXTENSION TO EXISTING OFFICES
PERMITTED 26.10.1987

89/03318/FUL - FORMATION OF CAR PARK EXTENSION FOR 14 ADDITIONAL
CARS
REFUSED 11.12.1989

96/01101/FUL - FORMATION OF CAR PARK COMPRISING 10 SPACES AND
REPLACEMENT GARDEN STORE
REFUSED 04.07.1996

15/03876/RESPA - Change of use of the main building and annex from Class B1
(a) office to Class C3 dwellinghouses to form 13 two bedroom flats (56 day
application for prior approval in respect of transport and highways, contamination
and flooding risks under Class O Part 3 of the GPDO) GRPA 09.11.2015

15/04968/FULL1 - The erection of a detached building comprising 7 no. two-
bedroom and 2no. three-bedroom flats. REF 09.02.2016

Refused for the following reasons:

1. The proposed development by reason of its location, size, scale and bulk on land adjacent to the Green Belt, would not maintain the visual buffer, openness, spatial qualities or undeveloped nature of the site, harmful to the character and visual amenity of the Green Belt contrary to Policies H7 Housing Density and Design, G6 Land adjoining the Green Belt of the Unitary Development Plan (2006) and National Planning Policy Framework (2012).
2. The proposed development by virtue of its siting, scale, design, bulk and location is considered to be harmful to the special character and setting of the neighbouring Locally Listed building, and character and appearance of the wider Conservation Area contrary to Policies H7 Housing Density and Design, BE1 Design of New Development, BE10 Locally Listed Building, BE11 Conservation Areas of the Unitary Development Plan (2006); Policies 7.4 Local Character and 7.8 Heritage Assets and Archaeology of the London Plan (2015) and the Bromley, Hayes and Keston Commons Conservation Area SPG and Supplementary Planning Guidance No 1 General Design Principles.
3. The proposed development, by virtue of its siting, scale, layout and intensification of the site would result in overlooking and a loss of privacy for neighbouring residential properties contrary to Policy BE1 Design of New Development of the Unitary Development Plan (2006) and Supplementary Planning Guidance No 1 General Design Principles.

15/03876/CONDIT Details of conditions submitted in relation to planning permission ref: 15/03876/RESPA,
Condition 2 (Bicycle parking)
Condition 3 (Light scheme)
Condition 4 (Site Accommodation)
APPROVED 03.03.2016

16/00863/FULL1 Proposed minor alterations and additions to main building and annex building. Demolition of non-original single-storey front and rear extensions.
PERMITTED 22.04.2016

Conclusions

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

- Principle of Development
- Design/Impact on the character and appearance of the wider Conservation Area and adjacent Green Belt
- Standard of Residential Accommodation
- Ecology and Trees
- Highways and Traffic Issues
- Impact on Adjoining Properties

Consideration should also be given to previous reasons of refusal.

Principle of Development

Policy H1 Housing aims to provide 11,450 additional dwellings over the plan period and this provision will be facilitated by the development or redevelopment of windfall sites. The suitability of windfall sites for housing purposes will be assessed against criteria: whether the site comprises previously developed land; the location of the site; the capacity of existing and potential infrastructure; physical and environmental constraints on the development site and the need to retain the existing land use on the site.

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 Optimising housing potential 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.

Finally Policy G6 Land Adjoining Greenbelt states that a development proposal on land abutting the Green Belt will not be permitted if it detrimental to the visual amenity, character or nature conservation value of the adjacent designated area.

The site is located within the curtilage of an existing Locally Listed development known as Forest Lodge, within the Bromley, Hayes and Keston Common Conservation Area and would abut the Green Belt Boundary, which is located immediately to the south of the site. In this case it is considered that the principle of development comes down to the level of harm from the development on the setting of the Locally Listed Building, Conservation Area and adjacent Green Belt.

Design and siting.

Policy BE1 requires all new development to be of high standard of design and layout. It should therefore complement the scale and form of adjacent buildings and areas and should not detract from existing street scene and/or landscape and should respect important views, skylines or landscape features. Whilst BE11 Conservation Areas (CA) states that in order to preserve and enhance the character or appearance of CAs, a proposal for new development should respect the layout of existing buildings.

The application site is located within the curtilage of Forest Lodge, a locally listed building set within the Bromley Hayes and Keston Common Conservation Area. The CA SPG provides a detailed statement on the character and appearance of the CA. It explains that "The Bromley, Hayes and Keston Commons form a substantial area of land in the heart of the Borough and lie two miles to the South of Bromley town centre. The conservation area comprises sixteen individual sub-areas, each linked by common land and identified for its architectural or historic interest and/ or landscape setting. The commons themselves are protected by a number of landscape and habitat designations and for that reason have not been included within the conservation area. The buildings within the conservation area vary greatly in age and style. The vast majority of designated buildings are deemed to contribute to the area's special character and equal importance is given to its rural character and landscape qualities, the numerous trees also having the protection which designation affords".

The application site is located within the Fishponds Road sub-area. Para 4.15 of the SPG states that "On the periphery of Keston Common, at the junction of Westerham Road and Fishponds Road is an assortment of attractive historic buildings, all in red brick with plain tiled roofs. The numerous mature trees and hedges, the narrow nature of Fishponds Road and unified building materials create a group of character. The largest is Forest Lodge, a substantial Arts and Crafts house aligned north-south with extensive gardens that sweep down to the Keston Ponds which lie to the West. Its lodge, The Gate House, remains intact".

The existing building of Forest Lodge, which has recently been granted approval for 13 residential units, also currently enjoys an open prospect towards the ponds at the rear. The extensive grounds, change in topography and openness of the Green Belt at the rear creates an undeveloped and spacious character which contributes to the setting of the Locally Listed building and the semi-rural character of the wider CA. Paragraph 6.21 of the CA SPG states that "In the Bromley, Hayes and Keston Commons Conservation Area, open spaces around and between buildings are a very important part of the character and appearance of the area, forming the rural setting of principal contributory buildings. Consequently, where areas or buildings are characterised by open settings, wooded grounds or gardens, the introduction of additional buildings may not be appropriate. In particular, the rural character of the conservation area should be maintained."

Keston Ponds are also sited to the southwest and western edge of the development site. These ponds are considered to form a key focal point with views into the Conservation Area and contribute to its special character and the wider setting of Forest Lodge.

The site represents a large area of undulating gardens and landscaped grounds, which sweep down from the rear elevation of Forest Lodge to the publically accessible ponds at the rear. These gardens are considered to contribute the rural and spacious character and significance of the Conservation Area and setting of the Locally Listed building.

The proposed block of flats and associated works would be sited within the middle of these gardens, adjacent to the Ponds at the western boundary. The applicant

has sought to address previous objections with a reduction in the size and scale of the block, together with a reduction in the number of units (from 9 to 6). Amendments include changes to the roof line which now steps down in height towards the ponds at the western edge of the site. The applicant explains that the proposed massing has been set at 2.5 storeys which considers the principle historic ranges of the area. The applicant explains that the passer-by would perceive the new built form as a subservient, subordinate and ancillary building. In terms of materiality the proposal would incorporate the use of red brick, Portland Stone and handmade red clay tiles.

However, even with the reduction in the size and scale of the built form, the proposal would still represent a substantial structure, which would be located centrally within the extensive grounds to the rear of Forest Lodge. When viewed from the Ponds at the rear and southern boundary it would still have the appearance of a three-storey building at its maximum point due to the change in gradient. As noted above, the sweeping gardens of Forest Lodge are highlighted within the CA SPG as contributing to the setting and character of the CA. The introduction of such a large structure, which is still considered to be of a significant scale and mass within this undeveloped and spacious garden area, would result in significant harm to the rural quality and green setting of the Locally Listed Building and Conservation Area, by virtue of its removal. This would be particularly evident from the ponds along the western periphery of the site, which during the winter months includes views into the Conservation Area, on the sweeping lawns and up to the rear elevation of Forest Lodge. The applicant's heritage statement indicates that in terms of the NPPF the harm to the wider CA would be less than substantial or neutral. The applicant has provided a Landscape Visual Assessment in support of the scheme, which has been considered and in addition significant landscaping of mature and sapling evergreen trees are proposed to be planted along the western boundary and additional ornamental landscaping around the base of the building is also proposed. This planting seeks to 'shield any potential views of the proposed massing of views from the west'. However, the provision of screening to the site from public view points at the rear suggests that any harm would not be neutral.

Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

The NPPF also states in Paragraph 135 that consideration should be given to the effect of an application on the significance of a non-designated heritage asset. In this case, this would be on the Locally Listed Building of Forest Lodge. This paragraph states that 'In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.

In terms of the NPPF and paragraph 134, 'harm' should be weighed against the public benefits of the proposal, including securing a buildings optimum viable use.

In many circumstances this argument is made for buildings which face an uncertain future. However the proposal would not enable the redevelopment of Forest Lodge, which has recently been granted prior approval for the redevelopment of 13 residential flats and thus there are no public benefits via 'enabling development' to outweigh the harm outlined above. In order to off-set this harm the applicant has indicated a willingness to carry out enhancements/refurbishments to the Pond on the western edge of the site, or in lieu of this, a financial contribution of £25,000 towards the maintenance/public realm improvements to the Pond and its surrounds.

Paragraph 203 of the NPPF states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address the unacceptable impacts through planning condition and where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

In this case the first issue is whether the proposed financial contribution or enhancements would meet the tests outlined above and secondly, whether the contribution or enhancements would effectively mitigate any harm.

In this respect, the Ponds located along the western periphery fall outside the site boundary and are not directly linked to the proposed development; they do however provide views into the Conservation Area. The Ponds themselves form a substantial part of the Ravensbourne Open Space (ROS) a publically accessible area, which have a woodland and unmanaged character. There is currently no wider corporate strategy in place for their enhancement or renewal. The proposed development would have no direct link to their function or operation and accordingly their enhancement or contributions towards maintenance are not considered necessary to make the development acceptable in planning terms. The applicant asserts that these contributions could help facilitate the enhancement and maintenance of the common, which could be considered to be a public benefit. It is acknowledged that a contribution could have some public benefit, however it is noted that the applicant would seek to include a direct access/link from the proposed development site onto the Ponds as part of this Agreement. The grant of any such permeant right, in perpetuity, will likely limit what the Council is able to do in respect of this part of the ROS as this link will always need to be provided. Further, the ongoing maintenance for the extended path to the development will fall to the Council, who would be responsible for maintaining the unmade track. There are also concerns that this could be seen as an unwanted precedent for other cases where neighbouring properties request direct access onto Council property. Finally, there is no clear breakdown of how the financial contribution has been calculated or what specific enhancements it would provide. The benefits to the commons are therefore unqualifiable and accordingly, an assessment as to whether they are fairly and reasonably related in scale and kind to the development cannot be made. In this respect, it is considered the proposed contribution would not meet the Tests set out within Paragraph 203 of the NPPF and in weighing up the

harm caused by the development it is considered that the contribution does not sufficiently mitigate the harm to the setting and character of the Conservation Area and Locally Listed Building.

The proposal also abuts the boundary of the Green Belt, which crosses the rear of the application site and is within the close proximity of the development. Policy G6 specifically relates to development adjacent to Green Belt, this policy states that "there are many properties with large gardens or extensive grounds adjoining Green Belt. The Council wishes to see such land retained as a buffer between the built development and the open land, to ensure that that both the character and visual amenity of the Green Belt is maintained".

The existing built form of Forest Lodge and the adjacent Annex are set back from the Green Belt boundary, which therefore provides a visual buffer between the Green Belt and surrounding development. Further, the undeveloped grounds ensure that the spacious and rural character of the site is maintained.

The change in topography and the significant mass of the built form, together with the erosion of the green setting surrounding Forest Lodge, when seen from the ponds and wider locality, would be lost. The development in this context is therefore considered to be dominant and unsympathetic to this setting, leading to a significant erosion of the rural and open character of the site. This therefore neither preserves nor enhances the character and appearance of the wider CA and the special interest and setting of the Locally Listed Forest Lodge. It would in turn also remove the landscaped buffer which adds to the visual amenity of the Green Belt. The proposal is therefore considered to be contrary to Policies BE1, BE11, BE10 and G6 of the Unitary Development Plan, Policies 7.4, 7.5, 7.6, 7.8 of the London Plan (2015) and Chapter 12 and Paragraphs 203-206 of the NPPF. And by virtue of the close proximity of the Green Belt would also be contrary to Policies G5 of the UDP; Policies 7.4, 7.16 of the London Plan and Paragraphs 2-10 of the NPPF.

Standard of Accommodation

The London Plan and London Plan Housing SPG set out minimum floor space standards for dwellings of different sizes. These are based on the minimum gross internal floor space requirements for new homes relative to the number of occupants and taking into account commonly required furniture and spaces needed for different activities and moving around. The quality of the proposed accommodation needs to meet these minimum standards.

The layout, as indicated on the plans, demonstrates a form of development which would provide a level of accommodation in accordance with the minimum space standards and overall unit sizes as set out in the London Plan and the Mayor's Housing SPG. The proposed units would meet the minimum standards set out within Table 3.3 of the London Plan. Further, all rooms would receive an adequate level of light and outlook.

Impact on Adjoining Properties

There are neighbouring residential properties to the north and north east of the site. These include properties on Poulter's Wood and Rolinsden Way, which back directly onto the site. The existing buildings at Forest Lodge have also recently been granted prior approval for conversion to residential accommodation.

The above properties, particularly No 10-12 Rolinsden Way, are situated at a lower ground level than the application site. Furthermore, the ground level decreases towards the west of the site.

At present the properties to the north look out onto the site, but the view of Forest Lodge is primarily restricted to the northern gable end of the building. It is noted that there is vegetation along the northern boundary of the site, which does provide a degree of screening. However, at the time of the site visit part of the upper floors and roof of Forest Lodge were clearly visible from neighbouring properties.

The proposed building would be substantially closer to the northern boundary with the above properties. At its narrowest point the corner of the proposed building would be approximately 18m to the common boundary line with No 10 Rolinsden Way, and approximately 35m to the rear elevation. However the boundary then tapers away from the flank elevation of the proposed development, meaning the separation distance increases to approximately 37m to the boundary and 45m to the rear elevation.

It is noted that the residents along the northern boundary currently enjoy an open prospect, and that the introduction of the proposed building would interrupt this open setting. However 'loss of view' cannot be considered as a valid planning consideration. The neighbouring property to the north, particularly No 10 Rolinsden Way is set at a lower ground level than the site. The proposal would have a depth of 25m, which would face the northern boundary. This represents a substantial mass and when coupled with the lower ground level would likely result in some visual incursion. However, when taking the distance from the common boundary and tapering nature of the site the visual harm is not considered to be of a material degree that could sustain a refusal.

Similarly, the orientation of the site in relation to neighbouring properties has been considered however the distance of the proposal in respect of neighbouring buildings and tapering nature of the plot would not result in a significant loss of light or overshadowing.

Objections were however raised to the previous scheme in relation to overlooking. In this case, the scheme has been revised and the overall scale and height of the building reduced. The internal arrangement of the building has also been considered with the removal of balconies and the principle living spaces have been reconfigured away from these neighbouring properties. Whilst it is clear there would be an additional perception of overlooking, the reduction in the size and scale of the building, together with the reconfiguration of the rooms and separation distance are considered to have satisfactorily addressed previous concerns and the reason for refusal on loss of privacy is no longer considered to be sustainable.

Highways and Traffic

The proposal would provide 9 parking spaces in conjunction with the proposed development. There is an existing parking area which would be divided between Forest Lodge and the proposed development.

Access to the site would be via a small access road, which is entered from Westerham Road.

The applicant is accompanied by a Transport Statement. It is noted that the site has a PTAL rating of 1b, which is "poor" within the PTAL rating system.

The proposal would provide cycle parking in line with London Plan standards. This is considered acceptable.

The Council's Highways officer has reviewed the scheme and has raised no objections to the level of parking provision or access arrangements. Concerns have been raised by residents regarding overflow parking and safety of cars entering and exiting the site. However the entrance to the site is established and would be used heavily by the existing business use. Given the above, it is considered that the proposal is acceptable in terms of highway safety and parking.

Trees

Saved Policy BE14 states that development will not be permitted if it results in the loss of any trees in Conservation Areas unless (i) removal of the tree/s is necessary in the interest in good Arboricultural practice, or (ii) the reason for the development outweighs the amenity value of the tree/s and (iii) in granting permission for the development, one or more appropriate replacement trees of a native species will be sought.

The site is located within a Conservation Area and there are a number of individually protected Trees on site. The proposal would result in removal of a group of 6 Irish Yews (T44) and a number graded at Category U. A number of these trees are situated adjacent to the ponds.

The Council's Arboricultural Officer has reviewed the scheme and notes that the scheme differs to the previous application in that the landscaping details have been pre-loaded and includes substantial tree/shrub planting, particularly along the western periphery and to the north. Smaller ornamental landscaping has also been proposed around the base of the proposed building. The trees immediately to the north of the proposed building have been noted as a constraint but have been considered as part of the tree protection measures. However, concerns have been raised about the proposed landscaping being within the Root Protection Area (RPA) to the north of the build. A border is illustrated, which would surround an area of new lawn. Tree planting is also proposed within this area. Concerns are therefore raised about the impracticalities of this design and potential damage to occur to a number of significant trees in this location. This could lead to pruning pressures and surface/below ground impact. It is suggested that the area to the

north of the building should be excluded from any landscaping to prevent unnecessary disturbance.

Based on the above, it is considered that the proposal conflicts with Policy BE1 and therefore suggests that a revised landscaping strategy is conditioned should be the scheme be considered acceptable. Further conditions relating to the submission of an Arboricultural Method Statement are also suggested.

Ecology

Policy NE2 states that development proposals that may significantly affect nature Conservation interest or value of a Site of Nature Conservation Importance (SINC) will be permitted only if (i) it can be shown that the reasons for the development or benefits to the community outweigh the interest or value of the site or (ii) any harm can be overcome by mitigating measures, secured through conditions or planning obligations.

The North West part of the site, immediately adjacent to the proposed development, and the ponds to the west, fall within a Site of Nature Conservation Importance. In addition, Keston and Hayes Commons, a Site of Special Scientific Interest (SSSI) is located to the south of the site beyond Fishponds Road. The site is also adjacent to a set of ponds. The applicant has supplied an ecological survey carried out by AAe Environmental Consultants who were commissioned to carry out an ecological walk-over survey, which identifies Ecological matters on the site.

Natural England has been consulted and in respect of the statutorily protected SSSI no objections have been raised.

In respect of protected species a walking ecological survey has been undertaken. Natural England's standing advice regarding protected species has been considered. The above survey concludes that "the site is dominated by grassland and is of limited ecological value. The species recorded can be described as common or abundant and are found in similar places across Britain, with no evidence of protected species recorded".

The report goes on to provide guidance on a number of measures to mitigate any impact as well as introduce some habitat enhancement. It is considered that a number of conditions could be imposed to mitigate the impact of the scheme should the application be considered acceptable. The above would include protection during site clearance and construction, fencing, adherence to best practice guidance in respect of bats and protected species, a landscape strategy and lighting arrangements to limit spillage.

Other Matters

The site is located within an area of Archaeological significance. Historic England commented on the previous scheme and it is considered that these comments are still relevant. A condition was suggested to mitigate the impact of construction. This is considered reasonable.

Summary

On balance, Members may consider that the application should be refused on the grounds that the proposed development, by virtue of its siting, scale, design, bulk and location would result in harm to the character, appearance and setting of the Bromley, Hayes and Keston Commons Conservation Area and Adjacent Locally Listed Building contrary. Members may also consider that the proposed development by reason of its location, size, scale and bulk on land adjacent to the Green Belt, would not maintain the visual buffer, openness, spatial qualities or undeveloped nature of the site, harmful to the character and visual amenity of the Green Belt.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

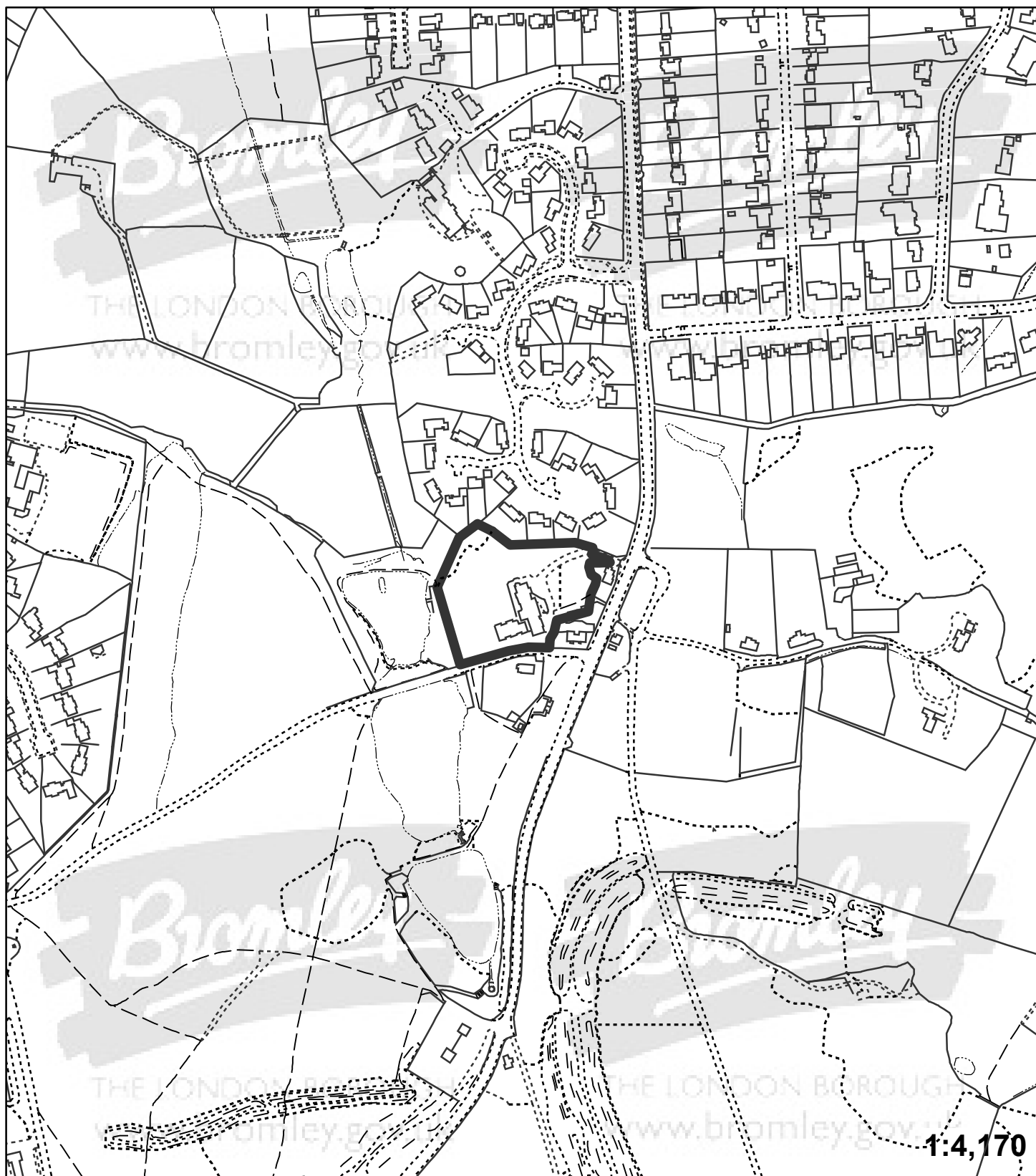
- 1 The proposed development, by virtue of its siting, scale, design, bulk and location would result in harm to the character, appearance and setting of the Bromley, Hayes and Keston Commons Conservation Area and Adjacent Locally Listed Building contrary Policies H7 Housing Density and Design, BE1 Design of New Development, BE10 Locally Listed Building, BE11 Conservation Areas of the Unitary Development Plan (2006); Policies 7.4 Local Character and 7.8 Heritage Assets and Archaeology of the London Plan (2015), Chapters 7, 12 and Paragraphs 203-206 of the National Planning Policy Framework (2012) and the Bromley, Hayes and Keston Commons Conservation Area SPG and Supplementary Planning Guidance No 1 General Design Principles.**
- 2 The proposed development by reason of its location, size, scale and bulk on land adjacent to the Green Belt, would not maintain the visual buffer, openness, visual qualities, spatial qualities or undeveloped nature of the site, harmful to the character and visual amenity of the Green Belt contrary to Policies H7 Housing Density and Design, G6 Land adjoining the Green Belt of the Unitary Development Plan (2006) and paragraphs 7-10 of National Planning Policy Framework (2012) and Policies 7.4 Local Character and 7.16 Green Belt of the London Plan (2015).**

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Application:16/02119/FULL1

Address: Forest Lodge Westerham Road Keston BR2 6HE

Proposal: Erection of detached building comprising 6 No two bedroom flats.



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

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

Application No : 16/02576/FULL1

Ward:
Farnborough And Crofton

Address : 1 Meadow Way Orpington BR6 8LN

OS Grid Ref: E: 543046 N: 165227

Applicant : Mr Bali Ghuman

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of a replacement detached four bedroom dwelling with integral garage, swimming pool, loft spaces and associated landscaping

Key designations:

Conservation Area: Farnborough Park
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 11

Proposal

The proposal is for the demolition of existing dwelling and erection of a replacement detached dwelling with integral garage, habitable accommodation in the loft space and indoor swimming pool. The proposed dwelling would have a maximum width of 16.5m and an overall length of 24m. the dwelling would have a pitched part flat roof with two levels having a height of between 9.8m and 9.2m and would be hipped. Additionally, five side rooflights and one rear rooflight are proposed.

Location

The application site is set on the northern edge of Meadow Way approximately 35m east of Elm Walk and comprises a detached two storey dwellinghouse. The surrounding area is characterised by individually designed dwellings set in open spacious plots and forms part of the Farnborough Park Conservation Area.

Consultations

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

- More similar to the first refused application (ref. 12/02637)
- Proposal ignores issues addressed in the permitted scheme (13/00525)

- Previous issues in refused scheme are still relevant in the current proposal
- Overdevelopment of the site
- Raised terrace would lead to total loss of amenities to No. 3
- Water tables are extremely high in the park in particular around the site
- 31 The Glen would suffer from infilling and would increase the flooding problem
- Surface area of roofs would require huge soak away capacity
- Soil is high plasticity clay which is impervious
- potential flood risk from rainwater runoff
- Limited rear garden would remain for soak away
- would not meet building control fire regulations
- concern regarding extent/size of development
- Development would be 599sqm and 3x size of original property
- Indoor pool and raised terrace would create excessive bulk
- Pool and terrace would occupy 2/3 of the garden
- Loss of garden, lawn area and trees which provide screening
- Raised terrace would destroy privacy in rear garden of No. 3
- Loss of light

Consultee Comments

Drainage - the site is within an area where in which the Environment Agency - Thames Water Region require restriction on the rate of discharge of surface water from new development into the river Ravensbourne or its tributaries therefore a standard condition is recommended.

The Council's Environmental Health Officer would have no objection to the proposal in principle subject to a recommended condition and informative.

The Advisory Panel for Conservation Areas (APCA) inspected the application and object to the application due to the footprint and scale of the building being too large for the site and the quality of the architectural design and needs to be much improved to comply with policies BE1 and BE11 and the relevant Conservation Area SPG. The current proposal would not preserve or enhance the character of the Conservation Area.

No technical Highways objections to the proposal as Meadow Way is on a private road and the proposed access and parking appear satisfactory and the Council's Highways team would have no comments on the proposal.

Planning Considerations

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

BE1 Design of New Development
 BE11 Conservation Areas
 H7 Housing Design

H9 Side Space
T3 Parking
NE7 Development and Trees

The Farnborough Park Supplementary Planning Guidance

London Plan 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 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Policy 8.3 Community infrastructure levy

Housing SPG (2016)

NPPF

Technical Housing Standards (2015)

Planning history

A single storey side extension (replacement garage) was approved under reference 97/03131/FUL.

A similar proposal to this scheme for the demolition of existing dwelling and erection of replacement detached four bedroom dwelling with integral garage was refused under Refs 12/02637/FULL1 and 12/02644/CAC for the following reasons

1. The proposed replacement dwelling, by reason of its size, height, bulk and site coverage, would constitute a cramped form of development, resulting in the erosion of existing side space leading to a harmful impact on the spacious

character and appearance of the Farnborough Park Conservation Area, contrary to Policies BE1, BE11, H8 and H9 of the Unitary Development Plan.

2. The proposed replacement dwelling would, by reason of its excessive bulk and rearward projection close to the boundaries, would result in a loss of prospect that occupiers of the adjacent dwelling, Orchard Cottage, might reasonably expect to be able to continue to enjoy, contrary to Policies BE1 and H8 of the Unitary Development Plan.

3. The proposed replacement dwelling, by reason of its unimaginative design, would result in a building of insufficient quality that would detract from the character and appearance of the Farnborough Park Conservation Area, contrary to Policies BE1 and BE11 of the Unitary Development Plan.

There is a corresponding Conservation Area consent application for the demolition of the existing dwelling under reference 12/02644/CAC.

A subsequent application was granted planning permission under ref. 13/00525/FULL1 and 13/00527/CAC for the demolition of existing dwelling and erection of a replacement detached dwelling with integral garage and loft space.

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.

As in the previously permitted scheme (ref. 13/00525), in terms of its design, the proposed dwelling is considered to be an improvement on the previous refusal (ref. 12/02637). It would have a projecting central two storey gable end portico which responds to the horseshow drive. Its layout would respect the established building line of the area and is set 2m off each side boundary at two storey level and 1m in part at single storey level and in effect, mirrors the form of no.3 Meadow Way. The site is wider than 3 Meadow Way.

Whilst there is undoubtedly a need to ensure good design, Farnborough Park Conservation Area has been compromised to a degree due to the range of large detached properties of varying design erected over the years. The architectural design proposed here is similar to the previously permitted scheme (ref. 13/00525) more modest than the previously refused application and better relates to the massing, scale and design of other properties in the locality. For these reason the proposal is considered to overcome the refusal reasons 1 and 3 of the previous application (ref. 12/02637).

The other reason for refusal related to the 'excessive bulk and rearward projection close to the boundaries, would result in a loss of prospect that occupiers of the adjacent dwelling, Orchard Cottage'. The previously granted scheme (13/00525) had been amended to set back the first floor west side rear elevation to maintain a 20m distance to the rear of Orchard Cottage.

In the current proposal however, revised plans were received reducing the depth and bulk of the proposed indoor pool extension by initially by 2m (received 20/07/2016) then later revised plans was received on 11/08/2016 with a further reduction by 5m. Although it would continue to have a substantial depth, the single storey element having a depth of 10.6m which is excessive, and therefore the reduction would not be considered sufficient to alleviate its visual impact in view of its bulk on the neighbouring properties, in particular Orchard Cottage as it would continue to extend for most of the rear boundary line of this neighbouring property resulting in a high brick wall in close proximity to the boundary and rear amenity space. This neighbouring property backs onto the site and has a wide garden however the depth to the rear boundary is quite modest and it will be situated at a minimum distance of 11.5m from the flank wall of the proposed dwelling. As the proposal would result in a total depth of the property of 24m which is more than 3 times the length of the existing property (the original length being 7.6m) and would be situated only 1m from the boundary with Orchard Cottage, it is considered that the proposal would result in an overbearing visual impact and sense of enclosure from the rear garden of Orchard Cottage and would be seriously detrimental to the ability of the current and future occupiers of this neighbouring property to enjoy the rear outdoor amenity space.

To the east, No. 3 the first floor and single storey rear building line which is immediately adjacent to this boundary would not project beyond the rear elevation of this neighbouring property. The proposed swimming pool element would project 5.4m to the rear of its rear building line, however it would be situated at a distance of 14.2m to the proposed pool single storey projection which would provide an adequate separation to prevent a harmful loss of outlook, privacy and prospect for this neighbouring property.

Objections have been received with concerns regarding the potential flood risk resulting from the amount of the development proposed including its rear paved terrace. From a drainage point of view, the site is situated within an area where the Environment Agent - Thames water require a restriction on the rate of discharge of surface water from new development into the river Ravensbourne or its tributaries but it is considered that this can be dealt with by way of a condition if permission was forthcoming.

There are windows at first floor both flank elevations overlook towards No.3 Meadow Way and Orchard Cottage. The first floor windows on each flank serve bathroom/ dressing rooms and could be conditioned obscure glazed and fixed should Members consider granting planning permission.

Having had regard to the above it was considered that the development in the manner proposed is not acceptable in that it would not result in a significant loss of amenity to local residents.

**RECOMMENDATION: APPLICATION BE REFUSED
as amended by documents received on 11.08.2016**

The reasons for refusal are:

- 1 The proposed replacement dwelling would, by reason of its excessive bulk and rearward projection close to the boundary, would result in an overbearing visual impact sense of enclosure and loss of outlook and prospect that occupiers of the adjacent dwelling, Orchard Cottage, Elm Walk might reasonably expect to be able to continue to enjoy, contrary to Policies BE1 and H8 of the Unitary Development Plan.**

Application:16/02576/FULL1

Address: 1 Meadow Way Orpington BR6 8LN

Proposal: Demolition of existing dwelling and erection of a replacement detached four bedroom dwelling with integral garage, swimming pool, loft spaces and associated 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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