



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333

CONTACT: Rosalind Upperton  
*Rosalind.Upperton@bromley.gov.uk*

THE LONDON BOROUGH  
[www.bromley.gov.uk](http://www.bromley.gov.uk)

DIRECT LINE: 020 8313 4745

FAX: 020 8290 0608

DATE: 4 April 2017

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 13 APRIL 2017 AT 7.00 PM**

MARK BOWEN  
Director of Corporate Services

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

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

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

**To register to speak please telephone Democratic Services on 020 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](mailto: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 16 FEBRUARY 2017**  
(Pages 1 - 8)
- 4 **PLANNING APPLICATIONS**

### SECTION 1

(Applications submitted by the London Borough of Bromley)

Report No.	Ward	Page No.	Application Number and Address
4.1	Shortlands Conservation Area	9 - 14	(17/00731/LBC) - War Memorial at Junction with Church Road and Kingswood Road, Shortlands

### SECTION 2

(Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.2	Chelsfield and Pratts Bottom	15 - 24	(16/05429/FULL1) - Little Lavender, Orchard Road, Pratts Bottom, Orpington BR6 7NT
4.3	Hayes and Coney Hall	25 - 32	(17/00421/FULL6) - 107 Bourne Vale, Hayes, Bromley, BR2 7NW

### SECTION 3

(Applications recommended for permission, approval or consent)

Report No.	Ward	Page No.	Application Number and Address
4.4	Cray Valley West	33 - 48	(16/05004/FULL1) - Land at Former Grays Farm Production Village, Grays Farm Road, Orpington
4.5	Clock House	49 - 58	(16/05564/FULL6) - Broadwater Cottage, Blakeney Road, Beckenham, BR3 1HA.
4.6	Penge and Cator Conservation Area	59 - 70	(16/05652/FULL6) - 130 Victor Road, Penge, London, SE20 7JT

4.7	Mottingham and Chislehurst North	71 - 86	(16/05879/FULL1) - Palmer Bros, Albert Road, Mottingham, SE9 4SW
4.8	Penge and Cator	87 - 102	(17/00398/DET) - 213 Kings Hall Road, Beckenham, BR3 1LL.
4.9	West Wickham Conservation Area	103 - 108	(17/00444/FULL6) - 39 The Avenue, West Wickham, BR4 0DX

#### SECTION 4

(Applications recommended for refusal or disapproval of details)

Report No.	Ward	Page No.	Application Number and Address
4.10	Chelsfield and Pratts Bottom Conservation Area	109 - 118	(16/05334/FULL1) - Rosewood Farm, Warren Road, Orpington BR6 6EP
4.11	Hayes and Coney Hall	119 - 126	(16/05756/FULL6) - 47 Hayes Wood Avenue, Hayes, Bromley, BR2 7BG
4.12	Hayes and Coney Hall	127 - 132	(17/00472/FULL1)- 14 Kechill Gardens, Hayes Bromley, BR2 7NQ
4.13	Hayes and Coney Hall	133 - 140	(17/00675/FULL6) - 47 Hayes Wood Avenue, Hayes, Bromley, BR2 7BG

#### 5 CONTRAVENTIONS AND OTHER ISSUES

Report No.	Ward	Page No.	Application Number and Address
	<b>NO REPORTS</b>		

#### 6 TREE PRESERVATION ORDERS

Report No.	Ward	Page No.	Application Number and Address
	<b>NO REPORTS</b>		

This page is left intentionally blank

## PLANS SUB-COMMITTEE NO. 1

Minutes of the meeting held at 7.00 pm on 16 February 2017

### 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:

Councillor Angela Wilkins

## 19 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Terence Nathan.

## 20 DECLARATIONS OF INTEREST

No declarations of interest were received.

## 21A CONFIRMATION OF MINUTE 14.12 OF PLANS SUB-COMMITTEE 1 MEETING HELD ON 20 OCTOBER 2016

**RESOLVED** that Minute 4.12 of the Plans 1 Sub-Committee meeting held on 20 October 2016 be confirmed and signed as a correct record.

## 21B CONFIRMATION OF MINUTES OF MEETING HELD ON 15 DECEMBER 2016

**RESOLVED** that the Minutes of the meeting held on 15 December 2016 be confirmed and signed as a correct record.

## 22 PLANNING APPLICATIONS

### SECTION 2

(Applications meriting special consideration)

### 22.1 CHISLEHURST CONSERVATION AREA

**(16/03627/FULL1) - Kemnal Stables, Kemnal Road, Chislehurst, BR7 6LT**

Description of application – Demolition of existing residential building, stables with sand schools, flood lighting and offices and the erection of 3x five bedroom houses with underground swimming pool, basement accommodation, orangery and garages.

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

It was reported that further correspondence had been received from the applicant prior to the meeting.

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

**22.2  
CHISLEHURST  
CONSERVATION AREA**

**(16/04418/FULL1) - 27 Heathfield, Chislehurst  
BR7 6AF**

Description of application – Demolition of existing bungalow and erection of two storey 4 bedroom dwelling.

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

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

Members were advised that in the event permission was granted, condition 6 should be amended. An additional condition should also be included to prevent the unsatisfactory overdevelopment of the site and to protect the amenities of surrounding residential properties.

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 with condition 6 amended to read:-

'6 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevations of the dwelling 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 adjacent properties.'

The following condition was also added:-

12 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, shall be erected or made within

the curtilage of the dwelling hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: To prevent the unsatisfactory overdevelopment of the site and the amenities of surrounding residential properties, in accordance with Policies H7 and BE1 of the Unitary Development Plan.

**22.3  
CRYSTAL PALACE  
CONSERVATION AREA**

**(16/04635/FULL1) - Alan Hill Motors, Alma Place, Anerley SE19 2TB**

Description of application – demolition of existing structures and the construction of three dwellings, commercial floorspace, private and communal amenity areas, car parking, refuse and bicycle storage.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Angela Wilkins in objection to the application were received at the meeting.

Further correspondence from the applicant concerning valuation and marketing of the site was reported and circulated to Members.

Members were advised that in the event permission was granted, two further conditions should be added in relation to a parking management plan and a phasing plan.

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

22 Prior to commencement of development the applicant shall submit a parking management plan for Alma Place, including the full details of layout and provision of 3 parking spaces as outlined within the Transport Assessment and Drawing no. 2015/2818/005 hereby approved. The approved management plan and parking spaces shall be provided in full prior to commencement of the use and shall be permanently retained and maintained thereafter.

Reason: In order to comply with 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.

23 Prior to the commencement of development, a phasing plan shall be submitted and approved, including details of the phasing of the office, residential, parking and access elements of the approved development. The office accommodation, as shown on approved plans 1605(PL) 210 and 1605 (PL)003 , will be completed and provided prior to the occupation of the residential units hereby permitted  
Reason: In order to ensure the continued function of the employment use of the site and in order to comply with EMP 5 of the Unitary Development Plan.

**22.4  
PENGE AND CATOR**

**(16/05550/FULL1) - Hollywood East, 1 Station Road, Penge, SE20 7BE**

Description of application – Change of use of existing Public House (Use Class A4) to 2 one bedroom, 1 two bedroom and 2 three bedroom flats (Use Class C3) together with construction of first floor rear extension, front light well, additional fenestration openings in rear elevation, roof terraces and associated refuse and cycle parking facilities.

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

Comments from Ward Members Councillors Peter Fookes and Kathy Bance in support of the application were reported and circulated. Comments from Ward Member Councillor Kevin Brooks were also circulated. 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.

**22.5  
SHORTLANDS**

**(16/05560/FULL1) - 44 Westmoreland Road, Bromley, BR2 0QS**

Description of application – Two storey rear extension, roof alterations and construction of side dormer extension together with conversion of building to



provide 2 one bedroom and 4 two bedroom flats, car parking to front, bin stores, cycle stores, amenity space and associated landscaping.

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 with condition 9 amended to read:-  
'9 Before the development hereby permitted is first occupied, the windows in the flank elevations of the building except the 900mm width window of Bedroom 1 of Flat 2 (ground floor) shall be obscure glazed in accordance with details (including the means and extent of opening) 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.'

**22.6  
BICKLEY**

**(16/05875/FULL1) - Merrywood, Bickley Park Road, Bickley, Bromley, BR1 2AY**

Description of application – Demolition of existing detached dwelling and erection of a two storey building comprising 6 two bedroom and 3 one bedroom apartments with associated landscaping, parking, refuse and cycle storage.

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.

**22.7  
BICKLEY**

**(17/00024/FULL6) - 1 Bonar Place, Chislehurst, BR7 5RJ**

Description of application – Part 1/2 storey side extension, single storey rear extension. Replacement windows, re-cladding of roof. Demolition of existing garage and new hardstanding to front including new vehicular access.

It was reported that objections from Sundridge Residents' Association had been received. Members were advised that in the event permission was granted, a further condition in relation to landscaping should be added. Members having considered the report and objections, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informative set out in the report of the

Chief Planner with the addition of two further conditions to read:-

7 Details of a scheme of landscaping, which shall include details of replacement trees and plants along with 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 substantial completion of the development. 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.

8 The garage, as shown on approved plans 3529/BP Rev A, will be demolished and the land cleared and reinstated and landscaped in accordance with details to be submitted and approved under the landscaping condition prior to the occupation of the development hereby permitted.

Reason: To prevent the unsatisfactory overdevelopment of the site and provide a sufficient level of amenity space, in accordance with Policies H7 and BE1 of the Unitary Development Plan.

### **SECTION 3**

#### **22.8 ORPINGTON**

(Applications recommended for permission, approval or consent)

#### **(16/02529/FULL1) - 4 Hart Dyke Road, Orpington, BR5 4PL**

Description of application – Single storey rear extension to No.4 Hart Dyke Road, demolition of

detached garage and construction of 2-bed end-of-terrace dwelling.

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.

**22.9  
CHISLEHURST  
CONSERVATION AREA**

**(16/05237/FULL2) - 3 Royal Parade, Chislehurst, BR7 6NR**

Description of application – Change of use from A1 (retail) to A2 (financial and professional services).

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

Contrary to the statement on page 150 of the report that there were no other Class A2 uses in the parade, it was reported that Unit 2, Donna Alexandra Mews was currently in Class A2 use. This, however, did not affect the recommendation set out in the main agenda.

It was also reported that condition 4 which sought to restrict the use of the premises to Class A2, was not required.

Members considered insufficient time had been given to marketing the property and sought an increase of the time period from four to six months.

Members having considered the report and representations, **RESOLVED that the application BE DEFERRED** without prejudice to future consideration to seek a further two months' marketing of the unit for continued A1 use.

**22.10  
COPERS COPE**

**(16/05849/FULL1) - 63 Copers Cope Road, Beckenham, BR3 1NJ**

**This report was withdrawn by the Chief Planner to be considered at the Plans 2 Sub-Committee meeting on 2 March 2017.**

**SECTION 4**

(Applications recommended for refusal or disapproval of details)

**22.11  
MOTTINGHAM AND  
CHISLEHURST NORTH**

**(16/05544/FULL1) - 5 Clarence Road, Mottingham, London, SE8 4SJ**

Description of application – Two storey rear extension to no.5 Clarence Road and construction of 3-bed end of terraced dwelling.

Oral representations in support of the application were received at the meeting.  
Members having considered the report and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended, for the reasons set out in the report of the Chief Planner.

The meeting ended at 8.30 pm

Chairman

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

**Application No :** 17/00731/LBC

**Ward:**  
**Shortlands**

**Address :** War Memorial At Junction With Church  
Road And Kingswood Road Shortlands  
Bromley

**OS Grid Ref:** E: 539207 N: 168838

**Applicant :** Hazel Gardiner

**Objections : NO**

### **Description of Development:**

Repair and re-instatement of Shortland War Memorial

Key designations:

Conservation Area: Shortlands  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 21  
Smoke Control SCA 9  
Statutory Listed Building

### **Proposal**

Repair and re-instatement of the Shortlands War Memorial. The memorial is to be re-instated in the same position as it was prior to a traffic accident causing the main Celtic cross element to be broken into numerous sections. The plinth has remained insitu and was relatively undamaged.

### **Consultations**

Historic England is supportive of the proposal to reinstate the memorial and suggest that the mortar mixture to be used is conditioned. They also highlighted a spelling error in the condition report which is noted.

The War Memorials Trust are supportive but raised concerns over the proposal to use biocide to remove biological growth on the memorial and question if the plinth is to be rebuilt in its original location.

No local comments were received but the proposal has local support from Ward Councillors.

### **Planning Considerations**

The application falls to be determined in accordance with S.7 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires work to a listed

building that would affect its special architectural or historic interest to be authorised by the relevant planning authority. The following policies of the Unitary Development Plan are further considerations:

BE8 Statutory Listed Buildings  
Chapter 12 NPPF

## **Conclusions**

The Shortlands War Memorial is a Grade II statutory listed building designed by Douglas Caroe and comprises of a Celtic cross which is 5 metres high and is built of Leckhampton stone. The face of the cross was intended to face Church Road as this is where the inscriptions are found. The names of 65 local men who died in the First World War are inscribed on three plaques attached to the base. A separate plaque was later attached to after the Second World War in memory of the people of Shortlands who died in both Wars.

The War Memorials Trust raises concerns over the use of biocide. In response to this concern any cleaning can be conditioned to use only steam cleaning. They also question if the plinth is to be rebuilt and if the memorial is to be moved. It is clear in the application that the memorial is to be reinstated to its original and existing location. It is not proposed to rebuild the plinth as it is stable.

On the 8th of July 2016 the cross was extensively damaged when a car collided with it and broke the main cross element into many fragments. The plinth survived relatively intact. The remaining pieces were transported to the LBB depot at Waldo Road pending a survey by expert conservation consultants who have prepared a repair schedule as part of this application.

The specification for repair is based on best conservation practice and will salvage almost all of the original fabric. The repair proposal is for reconstruction using slate dowels as existing but also stainless steel dowels on some smaller sections. All joints will be re-bed with lime mortar, the colour and finish of which can be agreed by condition.

## **RECOMMENDATION: GRANT LISTED BUILDING CONSENT**

**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 Cleaning of the structure shall only be done using steam avoiding the use of any chemicals or biocides**

**In order to comply with Policy BE8 of the Unitary Development Plan and to protect the fabric of the listed building.**

- 3 Details of the mix, colour and pointing of the mortar to the brickwork shall be submitted to and approved 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.**

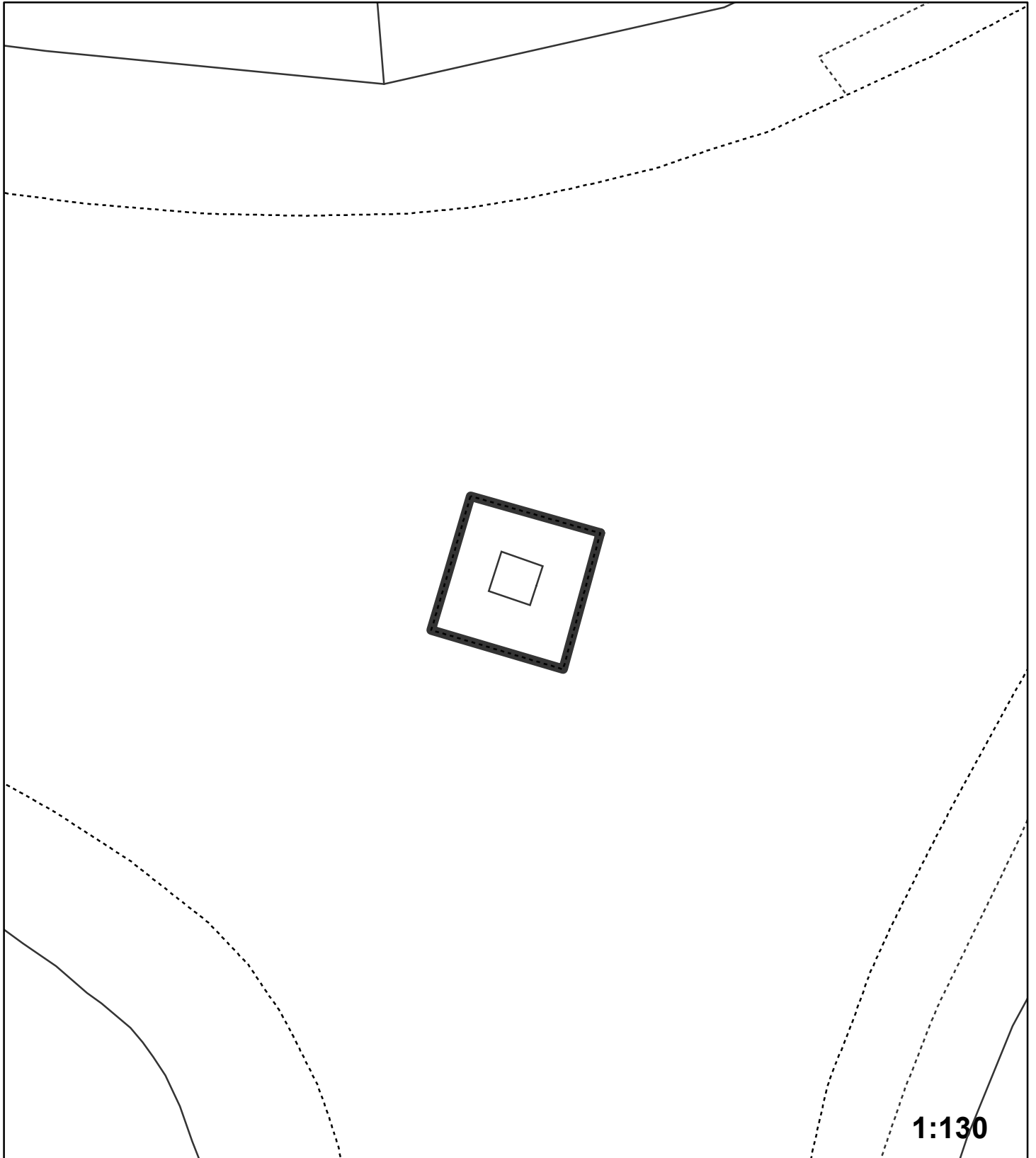
This page is left intentionally blank



**Application:** 17/00731/LBC

**Address:** War Memorial At Junction With Church Road And Kingswood Road Shortlands Bromley

**Proposal:** Repair and re-instatement of Shortland War Memorial



**1:130**

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

This page is left intentionally blank

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/05429/FULL1

**Ward:**  
**Chelsfield And Pratts**  
**Bottom**

**Address :** Little Lavender Orchard Road Pratts  
Bottom Orpington BR6 7NT

**OS Grid Ref:** E: 547241 N: 162375

**Applicant :** Mr & Mrs J Merron

**Objections :** YES

### **Description of Development:**

Demolition of existing dwelling and detached garage, and erection of detached two storey 5 bedroom dwelling with parking and detached part one/two storey 4 bedroom dwelling with attached double garage and associated parking

Key designations:

Area of Special Residential Character  
Biggin Hill Safeguarding Area  
Adjacent Green Belt  
London City Airport Safeguarding  
Open Space Deficiency

### **Proposal**

It is proposed to demolish the existing dwelling and detached garage, and erect 2 detached two storey dwellings in a slightly staggered form on the site. The dwelling on Plot A would be a 4 bedroom dwelling with an attached double garage and would be located within the northern part of the site adjacent to Orchard House, Hedgerows and Westmount to the rear. The dwelling on Plot B would be a 5 bedroom dwelling with parking to the front which would be located within the southern part of the site adjacent to Nos.7 and 9 Ringwood Avenue, and would be set forward of the dwelling on Plot A.

The proposed dwellings would have a separation of 6.2m between them, and dwelling A would be set back 9.8m from the northern boundary of the site, whilst the garage would be set back 3.9m from this boundary, and dwelling B would be set back 8.8m from the southern boundary of the site.

The existing driveway would be retained and extended to serve both dwellings.

### **Location**

Little Lavender is a detached two storey dwelling which was built around 2000 to replace the previous bungalow under permission ref.99/03336. A detached garage is provided to the north-west of the dwelling, and the site slopes downwards from

east to west. The property is situated in a secluded position at the end of a narrow unmade access road leading from Orchard Road, and lies within Orchard Road Area of Special Residential Character (ASRC).

The site is bounded to the west by dwellings fronting Rushmore Hill which are set at a lower level, and to the south by properties in Ringwood Avenue and Runciman Close. To the north lies Orchard House, which is a detached chalet bungalow set within spacious grounds, and the rear garden of Hedgerows which fronts Orchard Road, whilst the rear garden of Westmount is adjacent to the eastern boundary of the site. The south-eastern corner of the site adjoins the Green Belt.

### **Consultations**

Nearby owners/occupiers were notified of the application and representations were received, including from Pratts Bottom Residents' Association, which can be summarised as follows:

- overdevelopment of the site
- out of character with the general pattern of development in the area
- detrimental to the spatial characteristics of Orchard Road ASRC
- previous proposals for two dwellings on this plot have been refused and rejected on appeal
- loss of outlook from neighbouring properties
- increased use of access road would affect the amenities of nearby properties.

A Ward Councillor has called the application into committee.

### **Comments from Consultees**

No highways objections are raised to the proposals which provide adequate parking and access. The site is at the end of a private drive and it may be damaged during the construction period, but as the Council have no responsibilities for the drive, an agreement would need to be reached with the owners of the access regarding any repairs.

With regards to drainage, there is no surface water sewer near to the site therefore further details of surface water drainage should be submitted by way of a condition.

Thames Water raises no objections.

Environmental Health (Housing) raise no objections to the proposals as long as natural light and ventilation standards are achieved in all habitable rooms.

### **Planning Considerations**

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

BE1 Design of New Development

H7 Housing Density and Design  
H9 Side Space  
H10 Areas of Special Residential Character  
G6 Land Adjoining Green Belt  
T3 Parking  
T18 Road Safety  
NE7 Development and Trees

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

Draft Policy 4 - Housing Design  
Draft Policy 8 - Side Space  
Draft Policy 30 - Parking  
Draft Policy 32 - Road Safety  
Draft Policy 37 - General Design of Development  
Draft Policy 44 - Areas of Special Residential Character  
Draft Policy 53 - Land Adjoining Green Belt  
Draft Policy 73 - Development and Trees

London Plan (2015) Policies:

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 5.16 Waste net self-sufficiency  
Policy 5.17 Waste capacity  
Policy 5.18 Construction, excavation and demolition waste  
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure  
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 7.14 Improving Air Quality  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

Housing Supplementary Planning Guidance (2016)

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

## **Planning History**

This site has a lengthy planning history comprising refused planning applications and dismissed appeals for residential development both before and after the replacement dwelling was built in 2000 under ref.99/03336.

Prior to 2000, permission was refused in 1990 for 3 detached dwellings on the site (refs.90/00560 and 90/00561), and an appeal against 90/00560 was dismissed in 1991. An appeal was also dismissed in 1999 (ref.99/00357) for an outline proposal for the erection of 2 dwellings on the site.

An appeal was dismissed in 1998 on a larger site incorporating Little Lavender and No.2 Orchard Road (ref.97/02981) for an outline scheme comprising 4 dwellings.

After the replacement house was built, permission was refused and dismissed on appeal in 2001 (ref.00/02801) for an additional dwelling and detached garage within the western part of the site, and a later application for a dwelling with an attached garage in a similar position (ref.01/03211) was also dismissed on appeal in 2002.

## **Conclusions**

The main issues in this case are whether the proposals would result in an acceptable amount and standard of development on the site, and the impact of the proposals on the character and spatial standards of Orchard Road ASRC, on the amenities of neighbouring residential properties, on parking provision and road safety in the highway, on important trees on the site, and on the adjacent Green Belt.

### Density and standard of accommodation

Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments, and in this instance, the proposal represents a density of 6 dwellings per hectare with the table giving a suggested level of between 35-75 dwellings per hectare in a suburban area with a 1 PTAL location. The proposals would therefore result in an intensity of use of the site that would be below the thresholds in the London Plan.

However, the proposals need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

The proposals comprise a two storey 5 bedroom 10 person dwelling with a floor space of 250sq.m., and a two storey 4 bedroom 5 person dwelling with a floorspace of 253sq.m. The London Plan suggests that the minimum size of a 5 bedroom 8 person dwelling over two storeys should be 128sq.m., and the minimum size of a 4 bedroom 5 person dwelling over two storeys should be 97sq.m. Each dwelling would therefore exceed this standard.

The agent has confirmed that the proposals would comply with Part M4(2) of the Building Regulations "accessible and adaptable dwellings", and would therefore comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016.

### Impact on character and spatial standards

The application site lies within Orchard Road Area of Special Residential Character (ASRC), and Policy H10 of the UDP requires new development to respect and complement the established and individual qualities of the area. Orchard Road ASRC is described as a pleasant, semi-rural residential area, with individually designed detached properties in very generous plots. The area is considered to have distinctive high spatial characteristics with properties set on large plots well back from the gravel road, and is distinguishable from the nearby properties by the large plot sizes.

The application site forms a large plot of some 0.36ha in area, and the amount of built development on the site would increase from 304sq.m to 533sq.m. as a result of the proposals.

The Inspector in the 1999 dismissed appeal for the replacement of the previous bungalow with 2 detached houses (which was submitted in outline form under ref.99/00357), considered that the size of the proposed buildings (with a combined floor area of 700sq.m.), the loss of some protected trees, and the increased activity from the large dwellings proposed in a sensitive location at the end of many peoples' rear gardens, would unacceptably harm the character and appearance of the surrounding area.

In dismissing the most recent appeal in 2002 (ref.01/03211) which was for the addition of a second two storey dwelling on the site (permission having previously been granted for the replacement of the bungalow with a single two storey dwelling), the Inspector identified that the southern part of Orchard Road which lies within the ASRC had a semi-rural character and appearance with large dwellings set within spacious plots. He commented that the existing dwelling at Little Lavender was set into the site away from the site entrance, as were its neighbours at Orchard House and Meadowlands, and he found that this contributed to the character and appearance of the surrounding area, whilst the proposal to site an additional dwelling within the south-western part of the site would be harmful to the character and spaciousness of the ASRC. The Inspector specifically commented that "...with a second house, the site would no longer share the spaciousness of

Orchard Road..." which suggests that an additional dwelling on this site would in itself be harmful to the character of the area, although each proposal must be assessed on its individual merits.

It is acknowledged that the demolition of the existing dwelling would allow the new dwelling on Plot B to be located further eastwards into the site than previously proposed so that it would not be so clearly seen from the access road, and that the floor areas may be less than in some of the previous schemes, however, the proposals would still result in the subdivision of the plot and the provision of two large dwellings which would be harmful to the semi-rural character and spaciousness of the area.

Previous Inspectors also found that the increase in the use of the access track to serve two rather than one dwelling, whilst not great, would add to the harm to its semi-rural nature and appearance.

The current proposals have not therefore adequately addressed the previous concerns of the Appeal Inspectors with regards to the detrimental impact on the semi-rural character and spatial standards of the ASRC.

The applicant contends that the plot ratio of the development (a comparison of the footprint with the site area) would be typical of the area and similar to a development permitted in 2000 (ref.99/03022) for the redevelopment of St Martins at the eastern end of the ASRC with two dwellings. Although the plot sizes of Little Lavender and the original site of St Martins are similar, Little Lavender is situated in a much more sensitive location within the ASRC, being adjacent to the private rear gardens of a number of properties, some of which have very limited amenity areas. In any case, each proposal must be considered on its own merits, having regard to all material considerations including previous appeal decisions.

#### Impact on residential amenity

With regard to the impact on neighbouring residential properties, the proposed dwelling within the northern part of the site on Plot A would be closer to the northern boundary with Orchard House and Hedgerows than the existing dwelling, but a separation of 3.9m from the garage and 9.8m from the main house would still be provided. The dwelling would be situated a good distance from the adjacent dwellings, and would not cause any undue overlooking or loss of outlook from these properties.

The proposed dwelling in the southern part of the site on Plot B would be set back 8.8m from the southern boundary with Nos.7 and 9 Ringwood Avenue, and would have a low ridgeline of 7.5m. Although it would bring built development closer to the dwellings in Ringwood Avenue, there is good screening along this boundary, and the facing first floor flank windows would be obscure glazed. The proposals are not therefore considered to result in loss of light, privacy or outlook from these properties.

The proposed dwellings would have a separation of 6.2m between them, and dwelling A would be set back towards the rear of dwelling B. There would be



minimal overlooking and loss of outlook from the properties, and the proposals would not therefore be detrimental to the amenities of future occupiers.

Overall, the proposed development is not considered to result in a significant loss of amenity to neighbouring properties and future occupiers.

#### Impact on parking and road safety

The Council's Highways Officer has raised no objections to the proposals in terms of the parking provision for the new dwellings and the means of access, subject to safeguarding conditions regarding arrangements during the construction period.

#### Impact on trees

There appears to be sufficient space within the site to accommodate the proposed dwellings, and the impact on the retained trees can be reduced through the implementation of tree protection measures.

The proposals are not therefore considered to be harmful to important trees on the site.

#### Impact on adjacent Green Belt

The site adjoins the Green Belt at its south-eastern corner, but the proposed houses would be set back 18-25m from the corner boundary. There is a large amount of tree screening along this boundary, and the proposals are not considered to adversely affect the openness or rural character of the adjacent Green Belt.

#### Conclusions

Whilst the proposed development is not considered to have a detrimental impact on residential amenity, parking, road safety, trees or the adjacent Green Belt, it would be harmful to the semi-rural character and spaciousness of the Orchard Road ASRC, and the increase in the use of the access track to serve two rather than one dwelling would add to this harm.

**as amended by documents received on 31.01.2017**

#### **RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

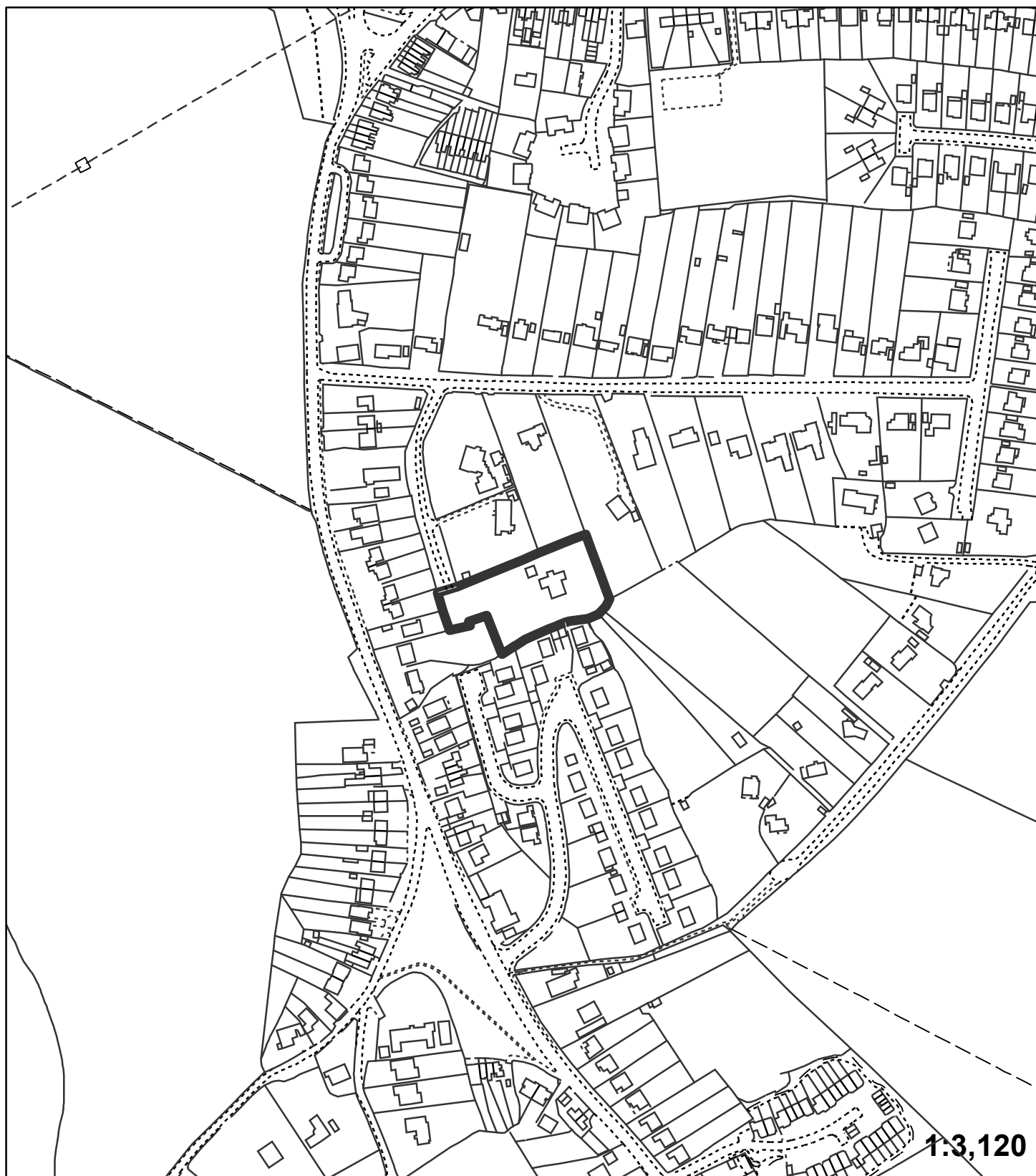
- 1 The proposed development would, by reason of the intensification of the use of the plot to provide two dwellings and the resulting increased activity along the access track, would have a seriously harmful effect on the semi-rural character and spaciousness of Orchard Road Area of Special Residential Character, thereby contrary to Policies H7, H10 and BE1 of the Unitary Development Plan.**

This page is left intentionally blank

**Application:**16/05429/FULL1

**Address:** Little Lavender Orchard Road Pratts Bottom Orpington BR6 7NT

**Proposal:** Demolition of existing dwelling and detached garage, and erection of detached two storey 5 bedroom dwelling with parking and detached part one/two storey 4 bedroom dwelling with attached double garage and associated parking



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

Page 23

This page is left intentionally blank

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 17/00421/FULL6

**Ward:**  
**Hayes And Coney Hall**

**Address :** 107 Bourne Vale Hayes Bromley BR2  
7NW

**OS Grid Ref:** E: 540083 N: 166762

**Applicant :** Miss Amanda Whale

**Objections :** NO

### **Description of Development:**

Conversion of garage, part one/ two storey rear extension and two storey side extension.

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 51

### **Proposal**

Planning permission is sought for a two storey side and rear and part single storey rear extension to the property.

### **Location**

The application site is a semi-detached property located on a corner plot on the north-western side of Bourne Vale, Hayes.

### **Consultations**

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

Highways - the development will result in the loss of one parking space by partial conversion of the garage to habitable accommodation. However, there are spaces available within the site's curtilage, which would be utilised for parking. Therefore on balance as it is a small development, no objections are raised subject to conditions.

### **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

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

Draft Local Plan (2016)

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

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

London Plan (2015)

London Plan Policy 7.4 Local Character

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

There is no planning history associated with the site.

## **Conclusions**

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

### Design

Policies H8, 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. These policies are consistent with the Draft Policies 6 and 37 of the Draft Local Plan.

Policy 7.4 of the London Plan seeks that buildings should provide a high quality design that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and contributes positively to the character of the area. Consistent with this the National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of the area.

The bulk of the extension is concentrated to the side and rear of the property with the front elevation showing a first floor extension is to be built above the existing garage and the existing garage is to change to a store & study. No external changes are shown with the garage door remaining to the front. At first floor the extension will provide an enlarged bedroom. The side extension measures 6.5m in height (with a gabled ended roof) x 2.6m in width x 3.8m in width.

The property forms one half of a pair of semi-detached properties located on the north-western side of Bourne Vale, Hayes. No. 105 remains unextended. The proposed front/side extension would incorporate an extension which would sit lower than the roofspace of the main dwellinghouse but the eaves level of the roof would be the same. The side extension would sit above the existing garage which to remain.

With regards to the impact of the proposal on visual amenity and local distinctiveness the proposal maintains a subservience to the main ridgeline and front roof slope, the first floor front/side element would be set back from the existing building line by 2.5m with the main front elevation retaining the prominence of the front windows as the focal point in the front elevation. The extension to the side of the property is not considered to be out of keeping in the streetscene or unacceptably incongruous and would not unbalance the pair of semi-detached dwellings to such an extent as to warrant the refusal of planning permission.

Overall the additional bulk and scale that will be added to the front/side of property is considered acceptable and a 5.5m side space will be maintained to the shared boundary with No. 92. In terms of side space it is noted that the first floor extension does not have the minimum 1m side space that Policy H9 normally requires. As the existing garage is to remain to the boundary an assessment has to be made as to whether the development would create terracing; which in this case it would not. As assessment also needs to be made as to whether the spatial characteristics of the area would be harmed; in this case as 5.5m gap will be maintained at first floor level to the boundary and it is not considered the side extension would have a cramped appearance or affect the spatial standards of the wider streetscene.

At the rear the rear elevation shows a part single storey part two storey rear extension to provide a lounge, kitchen/dining and family room at ground floor and a master bedroom and en-suite at first floor. The single storey element of the extension sits on the shared boundary with No.105 and extends to 3.5m in depth x 3.4m in height with a projecting roof height of 15 degrees. The two storey element of the extension extends to the same depth as the single storey rear extension but extends to 7.4m in height with a pitched roof.

The depth and heights of the proposed extensions, taking account of the host dwelling and plot size are considered to be acceptable and the pitch of the two storey extension has been designed to be subservient to the main roof line sitting just below the existing ridge. The extension is shown to be finished with paint and render and tiles to match the existing dwelling. Having regard to the proposed extensions the scale and design is considered acceptable in terms of its impact on the character of the area and the design of the host dwelling in general.

### Impact on Residential Amenity

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

With regards the impact of the proposal on the residential amenities of neighbouring properties the impact to No.105 will be a modest single storey rear extension extending to 3.5m in depth x 3.4m in height. The two storey element of the extension is offset from the boundary by 4m. The opposite neighbour No. 92 Mounthurst Rd is located 3.5-4m from the shared boundary and then the rear extension is off set from the boundary by 1m. One new window is proposed in the flank elevation however this will be obscure glazed as illustrated on the drawings.

No objections have been received from neighbours and given the angled nature of the plot and distances to neighbours properties on balance it is considered that the extensions would not result in any significant loss of amenity to the occupiers of neighbouring residential properties.

### Highways/Parking

The existing garage is to be converted into a store and study. No objection is raised by the Council's Highway Officer regards the loss of the garage and space will remain on the existing driveway to accommodate one/two cars to alleviate any on-street car parking, although from the site visit it was apparent that plenty of on street parking exists.

### Summary

Having regard to the above it is considered on balance 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 pair of semi-detached properties or area in general. The application is therefore considered to generally accord with the aims and objectives of Policies H8, H9 and BE1 of the UDP as well as the Draft Local Plan Policies 6.8 and 37 and London Plan Policy 7.4.

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

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00421 and any other applications on the site and 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** Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.

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

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

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

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

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

**5** The first floor flank windows to the western elevation shall be obscure glazed to a minimum of privacy level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above floor of the room in which the window is installed and shall subsequently be permanently retained as such.

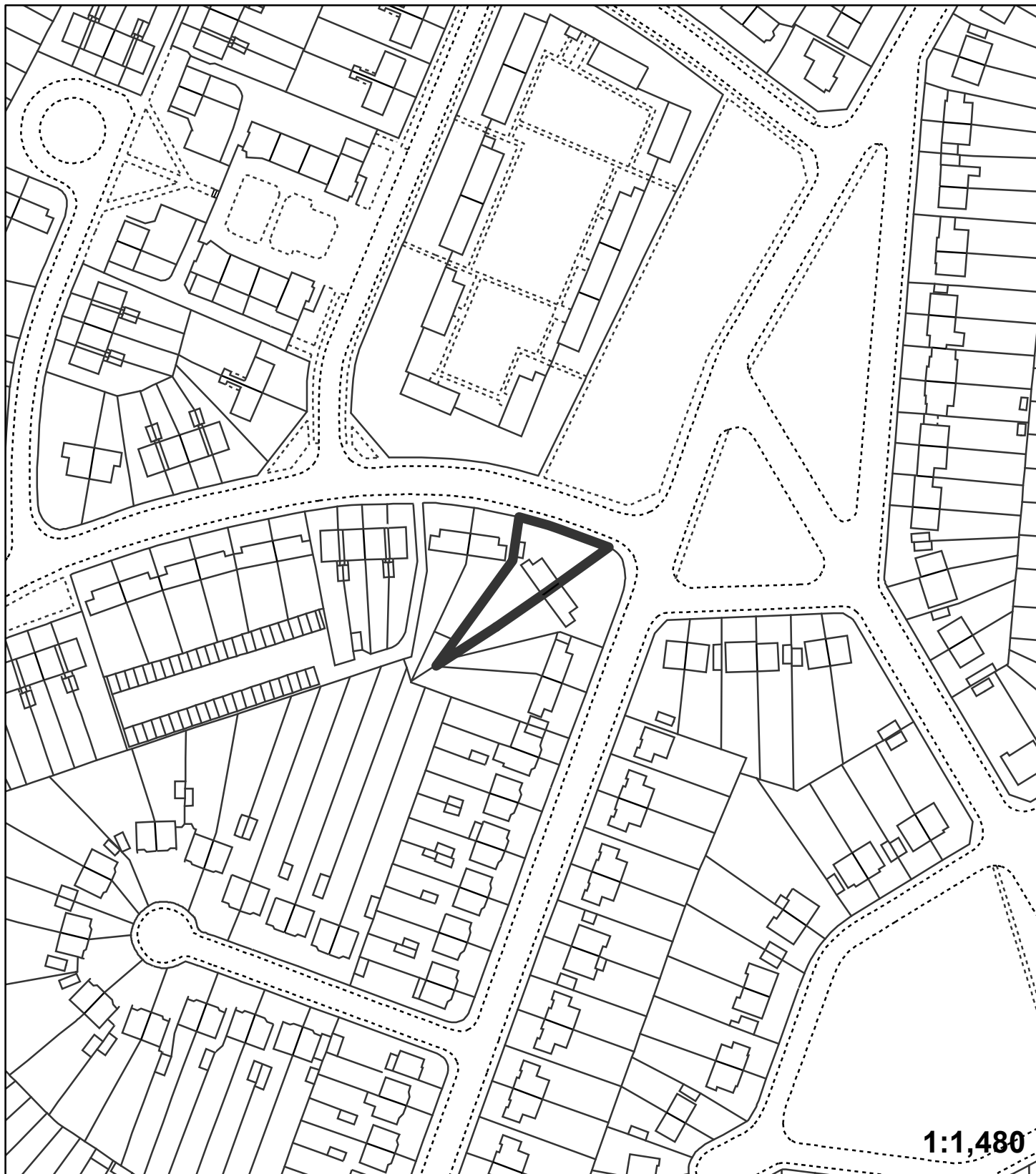
**REASON:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

This page is left intentionally blank

**Application:**17/00421/FULL6

**Address:** 107 Bourne Vale Hayes Bromley BR2 7NW

**Proposal:** Conversion of garage, part one/ two storey rear extension and two storey side extension.



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

This page is left intentionally blank

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/05004/FULL1

**Ward:**  
**Cray Valley West**

**Address :** Land At Former Grays Farm Production  
Village Grays Farm Road Orpington

**OS Grid Ref:** E: 546924 N: 169756

**Applicant :** Thomas Aston Homes Ltd

**Objections :** YES

### **Description of Development:**

Erection of 8 three bedroom terraced houses with 14 car parking spaces, cycle parking and refuse stores.

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 20

### **Proposal**

Planning permission is sought for the erection of a row of 8 terraced dwellings fronting Grays Farm Road. The dwellings will be two/three storey, incorporating accommodation within the roof space, and will each have three bedrooms.

The row of dwellings will have a width of 42.2m and a depth of 11.1m. The roof will be pitched with a maximum height of 10.7m and an eaves height of 5.3m. Each dwelling will be provided with a rear garden area with a length of 11.2m, with each plot having a minimum width of 5.3m.

Access to the site will be via the existing road that serves the wider Grays Farm development site, and the development will be provided with 14 car parking spaces to the rear of the building, including 2 visitor spaces, along with refuse and cycle storage.

The application is accompanied by the following documents:

- o Planning Statement
- o Sustainability and Energy Statement
- o Archaeological Desk Based Assessment
- o Transport Statement
- o Flood Risk Assessment
- o Commercial Viability Study and accompanying supporting letter
- o Design and Access Statement

## **Location**

- o The site is located on southern side of Grays Farm Road between junction of Grays Farm Road and Croxley Green and Sevenoaks Way (A224)
- o The site has a frontage onto Grays Farm Road of approx. 55m and a maximum depth from north to south of approx. 37m
- o The site is currently vacant and is used to store building materials in connection with the redevelopment of the wider Grays Farm Production Village site. The site forms the final area of the site to be redeveloped.
- o The wider site is currently nearly completion and comprises a mixed use development comprising two storey residential development and a care home to the western side of the site. To the east of the site is Grays Farm Primary School. The area surrounding the site is largely residential in nature.

## **Comments from Local Residents**

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

- Additional homes would result in further noise and disturbance and additional traffic.
- Representation received from Grays Farm Primary School stating that notification should take place in advance of further building works at the site in order to protect the safety of schoolchildren and parents.

## **Consultations**

Thames Water - no objections raised subject to an informative.

Drainage - The proposed permeable paving located across the access road and car parking areas to store surface water run-off from the roofs and hardstanding areas across the site to restrict the discharge run-off rate to 2l/s are acceptable in principle. A condition is recommended in this regard.

Highways - the site is within a low (2) PTAL area. The proposal is to erect 8 three bedroom terraced houses with 14 car parking spaces, cycle parking and refuse stores.

The transport statement submitted with the application indicates that the change of use will result in a significant net reduction in vehicle trips during both the morning and evening peak periods, and over the course of an entire typical day. No objections are raised subject to conditions.

Environmental Health (Pollution) - no objections raised subject to a standard condition concerning submission of a contaminated land survey.

Metropolitan Police Crime Prevention Officer - the scheme is for fewer than 10 residential units and therefore no secure by design conditions would be required.

Environment Agency - no comments made.

Historic England - the proposal is considered unlikely to have a significant effect on heritage assets of archaeological interest.

Environmental Health (Housing) - no comments received.

## **Planning Considerations**

National Planning Policy Framework, 2012

- Chapter 4 Promoting Sustainable Transport
- Chapter 6 Delivering a Wide Choice of High Quality Homes
- Chapter 7 Requiring Good Design
- Chapter 8 Promoting Healthy Communities
- Chapter 10 Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Chapter 11 Conserving and Enhancing the Natural Environment
- Chapter 12 Conserving and Enhancing the Historic Environment

The most relevant London Plan policies are as follows:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.3 Mixed Use Development and Offices
- 4.4 Managing Industrial Land and Premises
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self-Sufficiency
- 5.17 Waste Capacity
- 5.18 Construction, Excavation and Demolition Waste
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment

- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

The most relevant Unitary Development Plan policies are as follows:

- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People With Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety
- EMP5 Development Outside Business Areas

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

Emerging Bromley Local Plan:

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

- Draft Policy 1 - Housing Supply
- Draft Policy 4 - Housing Design
- Draft Policy 8 - Side Space
- Draft Policy 30 - Parking
- Draft Policy 31 - Relieving Congestion
- Draft Policy 32 - Road Safety
- Draft Policy 33 - Access for All



Draft Policy 37 - General Design of Development  
Draft Policy 46 - Ancient Monuments and Archaeology  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 83 - Non-Designated Employment Land  
Draft Policy 112 - Planning For Sustainable Waste Management  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 115 - Reducing Flood Risk  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 118 - Contaminated Land  
Draft Policy 119 - Noise Pollution  
Draft Policy 120 - Air Quality  
Draft Policy 122 - Light Pollution  
Draft Policy 123 - Sustainable Design and Construction  
Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

## **Planning History**

The most recent and relevant planning history at the site relates to a series of applications for the redevelopment of the Grays Farm Production Village as follows:

12/00776/OUT - Demolition of existing buildings. Mixed use development comprising 2 two storey buildings for Class B1 use (total 2,302sqm) with car parking and 52 two storey houses (some with accommodation in roof) with car parking.

14/00809/OUT - Demolition of the existing buildings and redevelopment to provide a 75 bedroom care home with landscaping and associated car parking.

14/00820/OUT - Demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in roof and 45 two storey houses (some with accommodation in roof) with access road and car parking.

Reserved matters applications were subsequently approved in relation to the above schemes.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the impact of the loss of the commercial use of the site. The impact on highway safety and the standard of accommodation provided are also considerations.

## Principle of Development

The planning history at the site included permission for the provision of a commercial block at the site, comprising 1,077m<sup>2</sup> of commercial floorspace under Use Class B1 (ref. 14/00820). This aspect of the wider redevelopment of the site proposed a two storey commercial structure with accommodation in the roof space to replace and modernise the commercial floorspace that would be lost as a result of the redevelopment of the entire site.

The redevelopment of the site is currently nearing completion, with the residential care home and housing development substantially completed. The small section of the site for which the current application relates is vacant and the approved commercial structure on this particular part of the site has not been constructed.

The application seeks permission to build a row of 8 terraced dwellings on the site in replacement of the permitted commercial building. The result is that the completed redevelopment of the entire Grays Farm Production Farm site would comprise of exclusively residential and care home development, without any replacement commercial floorspace.

The current application is accompanied by a Commercial Viability Study prepared by Turner Morum, along with information submitted by Linays Commercial relating to a failed marketing campaign. Both documents provide evidence to support a residential development on the site as a suitable alternative in light of a lack of demand and unviability of a commercial development in the current climate. The Commercial Viability Study concludes a negative land value of £906,000 when applying a commercial development to the site consistent with the previous planning permission. The report therefore concludes that the site is 'non-viable' for commercial development purposes.

The supporting statement from Linays Commercial outlines a failed marketing campaign over the course of the past two and a half years following the original planning consent at the site. The marketing of the site for commercial occupation has proved unsuccessful despite the location in close proximity to the A224. The siting in close proximity to a school and surrounded by residential development is considered unsuitable for modern commercial occupiers, along with the poor access arrangements. The overall level of interest has also been noted as being low.

When planning permission was granted under ref. 14/00820, it was done so subject to a legal agreement, however this agreement related to a payment in lieu of on-site affordable housing. The provision of commercial floorspace was not tied into this legal agreement. Members are therefore asked to consider whether the provision of commercial floorspace at the site would be desirable in light of the planning history, the character of the area and the current market conditions.

It is noted that the site does not fall within an established Business Area and is not included as a Strategic Industrial Location (SIL) under emerging Draft Policy 81 of the Local Plan. Policy EMP5 of the Unitary Development Plan outlines that the redevelopment of business sites outside of designated Business Areas may be permitted where the characteristics of the site make it unsuitable and where

marketing demonstrates the unsuitability and financial non-viability of the site for such uses.

In this case, the application has been supported with such evidence and it may be concluded that the continued commercial use of the site is not suitable for these reasons, thereby meeting the required criteria of Policy EMP5. The site is also surrounded by non-commercial land uses, including the school to the east and both new and established residential land use on other sides. When considering the surrounding area and the lack of business designation of the site, it may be considered that a residential use at the site would be more appropriate. Members may therefore consider that the principle of the use of the site for residential purposes would be acceptable on balance.

#### Density, Design and Layout.

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.

Policy H7 of the UDP requires residential development to comply with the relevant residential density ranges, to provide a mix of housing types and to complement the qualities of surrounding areas. New residential development should also ensure a high quality of design, layout and space around the buildings.

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level for the density for new housing developments. In this instance, the proposal represents a density of 47 dwellings per hectare with the table giving a suggested level of between 35-65 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in a suitable density of residential development that would be within the thresholds in the London Plan.

The proposed building will be sited fronting Grays Farm Road, with a set-back of approximately 4m from the highway. This siting will be in advance of the new care home building and the school, however it is considered that the building will occupy the gap between these buildings and read as a continuation of the street scene, with a proximity to the highway that is similar to the School House and properties on Croxley Green Road to the west of the site.

The bulk and scale of the building will be considerable, with a three storey appearance as a result of the proposed accommodation in the roof space. The maximum height of 10.7m is therefore considered to be significant for residential houses, however it should be noted that the proposed siting of the structure is similar to the commercial block previously permitted. The height of the building will also be significantly lower than the maximum roof height of the commercial structure, which was proposed to have a height of 12.3m. A structure of this scale, appearance and siting has therefore been previously considered acceptable in principle and remains part of an extant planning permission.

The bulk of the proposed building will be mitigated by the roof pitch and low eaves height. This results in the tallest part of the building having a relatively low bulk. The northern side of Grays Farm Road is characterised by modest single storey dwellings, however these are sited 40m away and therefore the proposal and the wider Grays Farm development do not read necessarily as a continuation of this established character. The separation will alleviate any sense of contrast between the new and established development on the road. On balance therefore, and in light of the planning history, it is considered that the scale bulk and siting of the structure would be acceptable.

The scale and footprint of the building will sit comfortably within the plot and would retain space around the building, along with suitable amenity and parking areas to the rear. It is considered that the density and design of the scheme would not overdevelop the site. The architecture of the building will also complement the wider development scheme at the site subject to suitable materials and it is therefore considered that the development would comply with Policies BE1 and H7 of the Unitary Development Plan.

#### Residential Amenity, Standard of Residential Accommodation and Impact on Adjoining Occupiers

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

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

The nationally described space standards require a Gross Internal Area of 108m<sup>2</sup> for a three bedroom six person three storey house. The layout of all the dwellings is compliant in terms of floorspace size provision, with a range of 128.9m<sup>2</sup> - 137.8m<sup>2</sup>. The individual bedroom sizes and other room sizes are also considered to be compliant with the relevant guidance. In terms of private amenity space, adequate private gardens are provided for each house. In terms of outlook, the fenestration arrangement indicates dual-aspect front and rear outlook to public areas and over the rear gardens. This arrangement is considered acceptable.

#### Highways and Parking

The site is located in an area with PTAL rate of 2 (on a scale of 1 - 6, where 6b is the most accessible).

The application is accompanied by a Transport Assessment and the findings of this are considered acceptable. The proposal includes 14 car parking spaces, which amounts to 1.5 spaces per unit plus two visitor spaces. Cycle parking facilities are also proposed to the rear of the building. The access and parking arrangements

are considered to be acceptable for a scheme of this nature, with a suitable turning area on site. The scheme is therefore considered to comply with the London Plan Parking Standards.

### Other Considerations

Policy 5.12 of the London Plan requires development to remain safe under flood conditions and allow for safe evacuation. The application is accompanied by a Flood Risk Assessment (FRA) which outlines any additional risk resulting from the proposed change of use of this part of the site from commercial to residential. The FRA concludes that the findings of the original FRA remain applicable and that a surface water drainage scheme is achievable.

In respect to archaeology, the site falls within an Area of Archaeological Significance. The application has been accompanied by an Archaeological Desk Based Assessment. This report concludes that there is moderate potential for prehistoric activity and a low potential for all other periods. Agricultural activity is considered to be likely to have had a significant impact on pre-existing archaeological remains. An evaluation carried out in 2015 recorded no archaeological deposits or finds and concluded that the site had no archaeological potential. Historic England has stated that on the basis of the previous study, the archaeological condition previously attached to this part of the larger site may be deemed satisfied.

Concerning site drainage, the Council's Drainage Officer has suggested a condition to ensure a SUDS system can be included.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable and policy compliant. Members are therefore requested to determine that the proposal is acceptable and worthy of permission being granted.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 12/00776, 14/00809 and 16/04100 set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

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

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

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

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

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

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

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

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

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

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

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

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

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

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from

the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

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

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

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

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

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

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

- 8 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.

- 9 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.

- 10 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.

- 11 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.

- 12 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.

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

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

- 14 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.

- 15 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.

16 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.

17 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.**

- 18 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**

**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.**

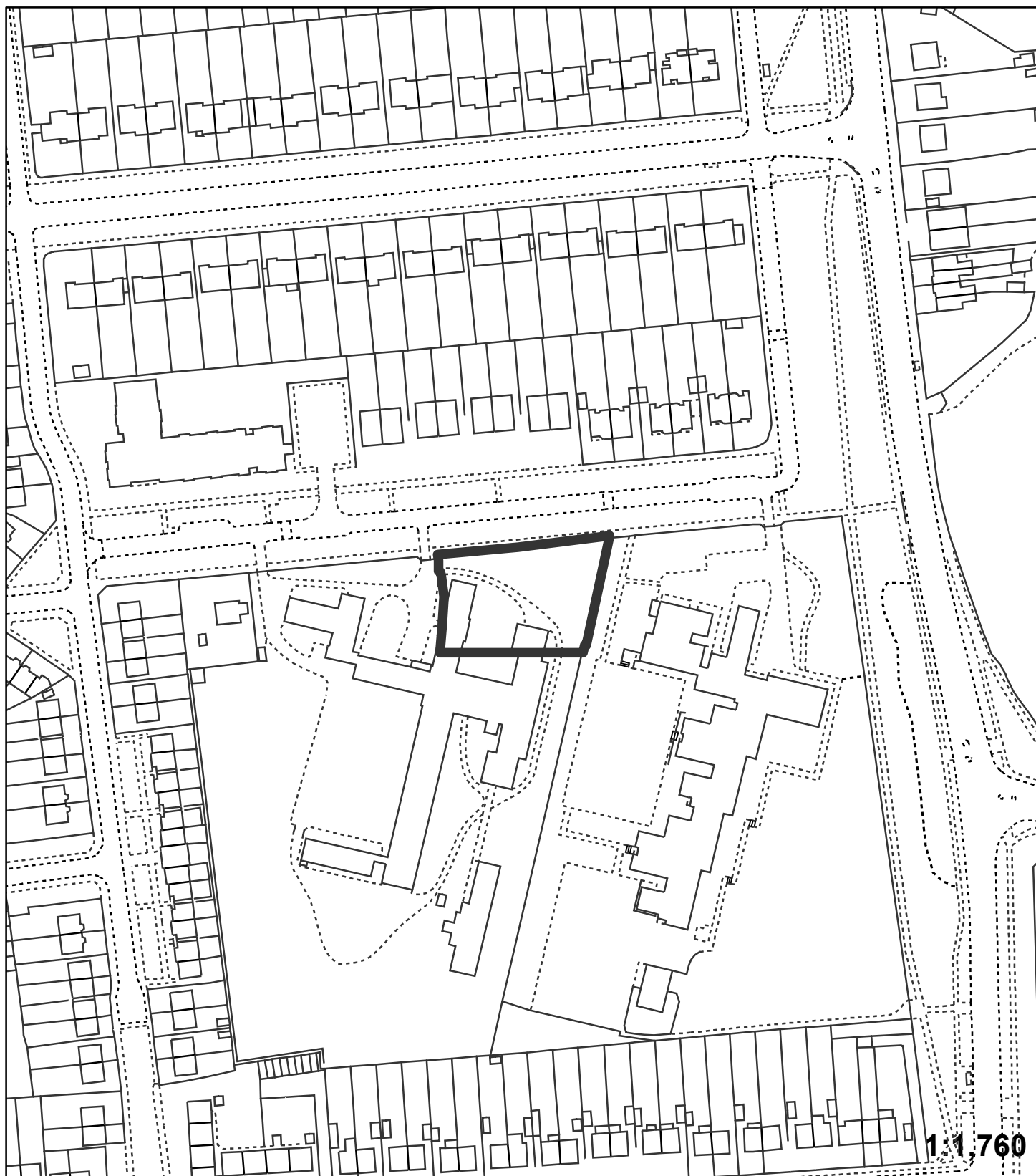
**Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.**
- 4 The applicant is advised that the proposed waste storage facilities are to be agreed with Waste Services.**

**Application:**16/05004/FULL1

**Address:** Land At Former Grays Farm Production Village Grays Farm Road Orpington

**Proposal:** Erection of 8 three bedroom terraced houses with 14 car parking spaces, cycle parking and refuse stores.



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

This page is left intentionally blank

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

**Application No :** 16/05564/FULL6

**Ward:**  
Clock House

**Address :** Broadwater Cottage Blakeney Road  
Beckenham BR3 1HA

**OS Grid Ref:** E: 536797 N: 169845

**Applicant :** Mr Roger Martin

**Objections :** YES

### **Description of Development:**

Part 1/2 storey front/side/rear extensions. Roof alterations incorporating dormers to rear and rooflights to front. Alterations to fenestration layout, elevational alterations and conversion of garage to habitable room.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 12

### **Proposal**

Planning permission is sought for the substantial alteration and enlargement of the host dwelling to provide extended living accommodation. The submitted plans show the retention of only a minority of the existing walls of the dwelling, with the demolition of a substantial proportion of the dwelling and external alteration including stone/brick overcladding such that the resultant dwelling would have an entirely remodelled appearance.

The front flat roof single storey projection would be demolished and the entire front of the property clad in stone and brick. Regularly spaced window openings would be provided to ground and first floors.

The roof would be enlarged to incorporate a gable end to each side, with 8 front roof lights. The ridgeline of the dwelling as extended would be approx. 1.2m higher than the existing ridgeline. The rear elevation which faces south east would incorporate three regularly spaced dormer windows which would be set lower than the extended ridgeline.

A two storey side extension would be erected to the north eastern flank elevation, facing into the large side gardens. The extension would be set back from the remodelled front elevation of the dwelling with a subservient roof in terms of the ridge height, but incorporating a gable end and an entrance door which would lead to what is annotated as a storage area on the submitted plans.

At the rear the rear elevation would be over clad in materials to match those utilised on the front and side elevations. The existing conservatory and study would be demolished and replaced by a large two storey rear extension which would lie between the existing two storey rear projection and the south western flank elevation of the dwelling. This extension would align with the existing south western elevation (and would be over clad in stone/brick) and would have a depth of approx. 4m. The existing south western flank elevation of the dwelling is positioned in close proximity to the boundary of the site. The proposed extension would be no nearer to the boundary than the existing flank elevation of the dwelling but would, as a consequence of the first floor and roof extensions above, be higher and deeper than the development as existing in relation to this boundary.

The rear elevation would be altered to include three regularly spaced sets of bi-fold doors with 9 regularly spaced windows at first floor level, with the entire rear elevation clad in brick/stone.

### Site and surroundings

The application site lies to the south west of Blakeney Road and is broadly triangular in shape. It is accessed via a narrow vehicular access from Blakeney Road which runs over the open River Beck. The site widens beyond the access point and is bounded to the north by the railway line/embankment. To the south west the application site is bounded in part by a parking area associated with the development at Turners Meadow Way and predominantly by the garaging and manoeuvring space associated with Ashton Court, a residential development accessed from Hayne Road.

The site measures approx. 0.085 hectares.

The host dwelling is oriented with the front elevation facing north west, towards what would appear from the highway as the side boundary. The north eastern and south western elevations of the dwelling face Blakeney Road and the garaging at Ashton Court respectively. To the south east of the application site, beyond what is used as the main rear garden of the dwelling, is Riverside School.

### **Consultations**

Nearby owners/occupiers were notified of the application and no representations were received. Any comments received will be reported verbally.

### Technical comments

The Environment Agency was consulted on the application but no comments have been received. Any comments received will be updated verbally.

From a technical highways perspective no objections are raised.

No objections are raised from an Environmental Health perspective.

Network Rail/TFL have been consulted since the site's northern boundary is located adjacent to a railway embankment. Any comments received will be updated verbally at the Committee meeting.

## **Planning Considerations**

Unitary Development Plan policies of relevance to the proposal comprise:

Policy BE1 Design of New Development  
Policy H8 Residential Extensions  
Policy H9 Side space  
Policy T3 Parking

The Council is preparing a Local Plan. A period of consultation on the proposed draft Local Plan (under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended) ran from November 2016 and closed on December 31st 2016. It is anticipated that the draft Local Plan will be submitted to the Secretary of State in 2017.

Draft local plan policies of relevance to the determination of the application comprise:

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

### London Plan

London Plan policies of relevance to the determination of the application comprise:

Policy 7.4 Local Character  
Policy 7.6 Architecture

### National Planning Policy Framework

The NPPF is a material consideration in the determination of the application.

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

## **Planning History**

91/00767

Planning permission was granted for a two storey side extension.

06/03453

Planning permission was refused for the demolition of the existing house and garage and the erection of a four storey block comprising 6 two bedroom flats. Permission was refused on the grounds:

1. The proposal would be an overdevelopment of the site, out of character with the area and contrary to Policies H7 and BE1 of the Unitary Development Plan.
2. The proposed design would be unsympathetic to the area and detrimental to its visual amenities thereby contrary to Policy BE1 of the Unitary Development Plan.
3. The proposed development would be detrimental to the amenities now enjoyed by the residents of occupiers adjoining the site by reason of loss of light, prospect and privacy, thereby contrary to Policy BE1 of the Unitary Development Plan.

A subsequent appeal against the refusal of planning permission was allowed.

Permission was granted under reference 11/00265 for an extension of the time limit for the implementation of the permission granted on appeal.

Under reference 14/01073 the variation of condition 7 of permission 11/002665 to allow the provision of an amended parking layout was approved.

## **Conclusions**

The main issues in the determination of this application are the impact of the proposal on the visual and residential amenities of the area. The planning history of the site which includes the granting of planning permission on appeal for a four storey residential block (for which the timescale for the implementation of the development was extended in 2011 under reference 11/00265) is a material planning consideration.

### Impact on visual amenity

With regards to the impact of the proposal on the visual amenities of the area and the appearance of the host dwelling, it is noted that the existing house is neither locally nor statutorily listed and the site does not lie in a designated conservation area. In assessing the proposals it is acknowledged that if the development was to be implemented the appearance of the dwelling would be comprehensively altered such that the resultant development would bear little relation to the existing dwelling which is of more modest appearance and appears to have been the subject of previous piecemeal extension.

The position of the dwelling in relation to the street and to neighbouring property would have the result of effectively limiting the impact of the proposal on visual amenity. It would not be readily visible in context with neighbouring development from either public or private vantage points, with the visual impact principally relating to the view of the dwelling from the parking and garaging associated with neighbouring residential development, which appears to lie on slightly higher ground than the host dwelling and which is separated from the site by a high brick



wall. Views of the site are also partially screened by mature trees in neighbouring sites.

The resultant dwelling would have an imposing appearance and the detailing, including multiple entrance points leads to a somewhat incongruous appearance and the impression of terraced rather than detached residential development. It falls to determine the application on the basis of the information submitted which refers to the extension of a single dwellinghouse, and in view of the siting and relative seclusion of the property it is not considered that the visual impact of the proposals would be so severe as to warrant the refusal of planning permission.

The proportions and external appearance of the resultant dwelling would bear little relation to the proportions and appearance of the host dwelling and in this respect the appearance of the development would not complement that of the existing dwelling. The relationship between the site and surrounding residential development would result in the extended dwelling having no significant impact on the wider visual amenity and character of the locality. While the extensions would materially and significantly alter the appearance of the host dwelling, the dwelling as existing is not protected by way of listing or siting within a conservation area and the siting of the dwelling in a secluded position would result in there being no unduly awkward or incongruous juxtaposition between existing and new development.

While the altered and extended flank elevation of the dwelling (including the over cladding) would be sited within close proximity to the side boundary, this reflects the unusual position of the dwelling within the site, with the front elevation being sited almost perpendicular to Blakeney Road and the side (rear) elevation in question being positioned immediately adjacent to what is in effect the rear boundary of the site. As such, while the development would not provide 1m side space to the boundary, the proposal would result in no unrelated terracing or perceived loss of spaciousness within the street scene.

#### Impact on residential amenity

With regards to the impact of the proposal on residential amenity, the siting of the dwelling in relation to neighbouring houses is such that although the amount of first floor and roof fenestration would be significantly greater than is currently the case, the proposal would be unlikely to result in any significant degree of overlooking or loss of privacy. Similarly, while the height and depth of the south western flank elevation would be increased, that part of the dwelling is sited sufficiently distant from neighbouring residential dwellings and gardens so as to limit the visual impact of the proposal and the impact in terms of loss of light or prospect.

#### Summary

The extensions and alterations would result in the complete remodelling of the dwelling. However the siting of the dwelling in relation to surrounding development, its relative seclusion and lack of frontage visibility would result in the development having no significant impact on the visual amenities and character of the locality. With regards to residential amenity, the proposal would have no undue impact on

amenity by way of visual impact, loss of privacy or outlook or resulting in loss of daylight and sunlight.

**as amended by documents received on 28.02.2017**

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

- 2 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 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.**

- 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 the interest of the visual and residential amenities of the area and to accord with Policies BE1 and H8 of the Unitary Development Plan.**

- 5 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.**

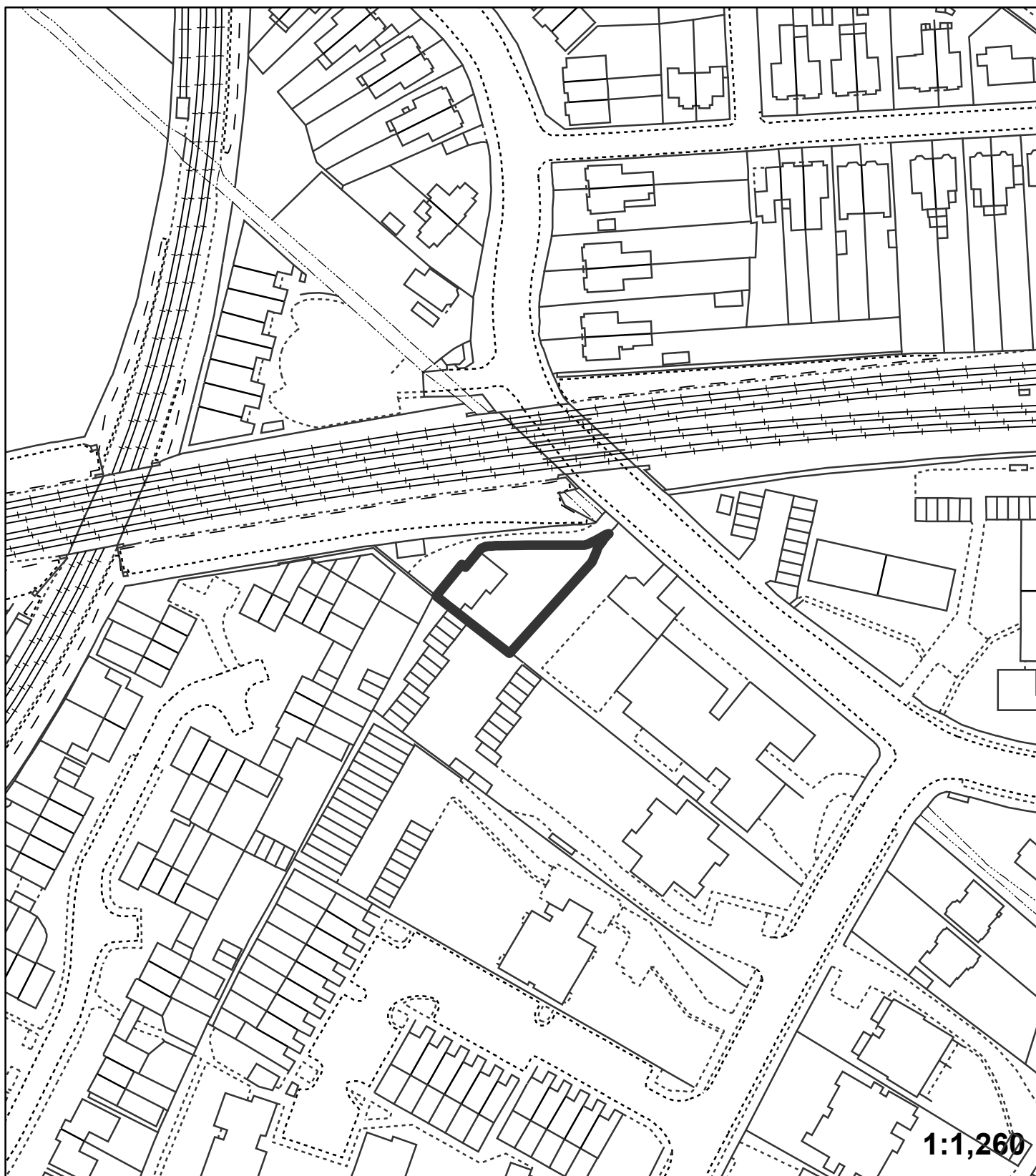
**Reason: In the interest of the visual amenities of the area and to prevent an overdevelopment of the site.**

This page is left intentionally blank

**Application:**16/05564/FULL6

**Address:** Broadwater Cottage Blakeney Road Beckenham BR3 1HA

**Proposal:** Part 1/2 storey front/side/rear extensions. Roof alterations incorporating dormers to rear and rooflights to front. Alterations to fenestration layout, elevational alterations and conversion of garage to habitable room.



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

This page is left intentionally blank

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

**Application No :** 16/05652/FULL6

**Ward:**  
Penge And Cator

**Address :** 130 Victor Road Penge London SE20  
7JT

**OS Grid Ref:** E: 535779 N: 170537

**Applicant :** Ms Hannah Deakin

**Objections :** YES

### **Description of Development:**

Single storey rear extension. Demolition of existing detached garage and replacement windows.

### **Key designations:**

Conservation Area: Alexandra Cottages  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 33

### **Proposal**

The application seeks planning permission for a single storey rear extension. The proposed extension will replace an existing 4m deep flat roofed single storey rear structure with a 5.625m deep single storey extension. The proposed extension will project along the boundary with the existing extension at no. 129 and extend for a width of 5m, projecting approximately 1.6m beyond of the side wall of the main dwelling maintaining a separation of 1m to the side boundary with no. 131.

Amended plans were received on 03.03.17 to show a revised roof design. The proposed extension will have flat roof to a height of approximately 2.85m with a pitched roof element sloping down from a height of 3.145m towards the northern side to an eaves height of 2.6m. The flat roofed section at the rear will contain two rooflights. It is shown to be constructed of brickwork to match the existing dwelling with a timber sash window within the front elevation and timber/metal windows to the rear and side.

The single glazed front, side and rear windows within the existing dwelling are also shown to be replaced with double glazed timber sliding sash windows painted light green to match other properties in the area.

The existing single storey detached garage located within the rear garden along the boundary with no. 131 is also shown to be demolished.

## Location

The application site comprises a two storey semi-detached dwellinghouse located on the western side of Victor Road, Penge. The property is locally listed, along with the surrounding dwellings, and lies within the Alexandra Cottages Conservation Area.

The Alexandra Cottages Conservation Area is located in Penge in the north West of Bromley Borough. The conservation area is a compact estate of mid-late Victorian artisans cottages off Parish Lane. It includes properties in Albert Road, Edward Road, Hardings Lane, Parish Lane, Princes Road, and Victor Road.

## Consultations

Nearby owners/occupiers were notified of the application and representations were received with regards to the original drawings from no. 131 Victor Road as well as the Alexandra Resident's Association. Full copies of the objections are available on the file, but can be summarised as follows:

- The height looks quite large
- The main area of the existing extension is over 2 metres from the boundary from no. 131 and the boundary fence is equidistant from both buildings which means there is a space between the two buildings of over 4 metres
- The extension will extend much further back into the rear garden and its full length will be just a metre from the fence between no. 130 and 131
- The flank wall will have an expanse of blank wall with no windows or doors
- The parapet is not necessary and would make it less high
- Detrimental effect on the aspect of no. 131
- Impact on character of the cottages
- The time for response was short as it was over Christmas and New Year
- The location, size, height and design of the rear and side extension and loss of original fabric to the main house does not comply with the requirements of the Alexandra Cottages SPG.
- The application is incomplete and incorrect as the rooflights and their visual impact are not shown on the elevations and adjacent properties are shown at the wrong scale
- The Design and Access Statement does not justify the proposed development
- The route to the new bathroom is convoluted and makes the new bathroom more remote from the upstairs bedrooms which is undesirable and dangerous
- The walk-in larder and utility room has made the extension larger than required for a 2 bedroom cottage
- The height of the extension is 1.5 storey due to the parapet
- The extension is poorly designed
- Overdevelopment to the side and in height



- The Alexandra Resident's Association would support a revised design for a smaller extension, further to the rear and lower in height with no parapet walls or rooflights

The agent also submitted a response to the above objections which is summarised as follows;

- The extension interprets the guidance in a wholly appropriate manner in that the overall size and location is not excessive when compared to either the existing 1980s extension which it replaces or other extensions in the Alexandra Cottages Conservation Area granted permission since the SPG was introduced.
- To refuse the extension would introduce a new restrictive interpretation of the well established policy
- Reference to permissions granted for 126, 129 and 147 Victor Road and 26 Albert Road that are the same scale or larger
- Proposal does not encroach on no. 131 and there is a full 1 metre distance to the boundary fence similar to no. 126
- The extension would be largely obscured from view from no. 131 due to the existing car port
- Large majority of extensions in the Alexandra Cottages Conservation Area extend to the side and many to the boundary such as 129 and 147, and the existing car port at no. 131 adjoins the boundary
- The proposed height is the same as existing, not higher than other extensions in the area and not 1.5 times single storey
- The extension will project into the rear garden to the same extent as current extensions at 5 closest neighbours including no. 131 and no. 129
- The overall garden will be enlarged by the removal of the existing garage
- The proposed rooflight will not be visible from the road or adjoining property due to the parapet providing reasonable light and similar to recent extensions in the area
- The windows in the existing extension are not original and are 1980s metal casements and neither they or the proposed windows are visible from the road or overlook the adjoining property as they are behind the boundary fence

In respect of the amended drawings received 03.03.17, local residents were re-notified and further representations were received from Alexandra Resident's Association. Full copies of the objections are available on the file, but can be summarised as follows:

Objections:

- Minor alterations to the design and drawings have been made with a modest change in roof slope and tapering of the parapet which has improved the massing and bulk to the front elevation, although it is strange in appearance to the rear.
- The roof change will make the roof-light over the bathroom more visible and clutter the roof-scape and should be omitted. A window with frosted

glass should be inserted to the bathroom to simplify the roof appearance and break up the brick to the side elevation

- The site plan and drawings still show the incorrect spacing of the cottages and proximity to no. 131 to properly understand the side-space and overlooking
- All other objections remain

Letters of support were also received from no.'s 129 and 139 Victor Road which is summarised as follows;

- The extension can only enhance the property
- The design is sympathetic
- The view from the no. 139 will be better
- It will not detract from the original building
- Support of this project

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

### **Comments from Consultees**

In respect of the amended drawings received 03.03.17, the Advisory Panel for Conservation Areas (APCA) have raised "no objection subject to details being approved by officers. There is an absence of detail and we would recommend either a barge board and string course or a return of the proposed side pitch along the front elevation".

From a heritage perspective, the revision, received 03.03.17, has a pitched roof to the side which better responds to the form of the host building and also reduces bulk when viewed from the street. There is agreement with the comments made by APCA that better details could be included to cover a barge board and brick stringcourse; however, if these additional matters can be agreed by the applicant then there are no objections to the recommendation for permission subject to C01 (satisfactory external materials) and C05 (brickwork patterning) .

### **Planning Considerations**

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

Unitary Development Plan (2006):

BE1 Design of New Development  
BE10 Locally Listed Buildings  
BE11 Conservation Areas  
H8 Residential Extensions

Other Guidance

Supplementary Planning Guidance 1 General Design Principles  
Supplementary Planning Guidance 2 Residential Design Guidance  
Supplementary Planning Guidance Alexandra Cottages Conservation Area

Draft Local Plan (2016):

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

Draft Local Plan Policy 37 General Design of Development  
Draft Local Plan Policy 39 Locally Listed Buildings  
Draft Local Plan Policy 41 Conservation Areas  
Draft Local Plan Policy 6 Residential Extensions

London Plan (2015):

London Plan Policy 7.4 Local Character  
London Plan Policy 7.8 Heritage Assets and Archaeology

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

### **Planning history**

The planning history at the site can be summarised as follows;

Under ref: 86/03126/FUL, planning permission was granted for a single storey side extension.

Under ref: 11/03564/FULL6, planning permission was granted for a replacement front boundary wall.

#### Relevant Neighbouring Planning History

No. 129 Victor Road - Under ref: 14/03619/FULL6, planning permission was granted for a single storey side/rear extension and elevational alterations.

No. 126 Victor Road - Under ref: 15/04837/FULL6, planning permission was granted for a single storey rear extension and elevational alterations including replacement windows and green roof.

Porcupine Cottage 110 Victor Road- Under ref: 15/05060/FULL6, planning permission was granted for a single storey side and rear extension and conversion of garage to habitable accommodation.

No. 147 Victor Road - Under ref: 15/05176/FULL6, planning permission was granted for a single storey side extension and elevational alterations.

## Conclusions

The main issues relating to the application are the effect that it would have on the character and appearance of the host dwelling and the area in general, with particular regard to the locally listed designation and location within the Alexandra Cottages Conservation Area, as well as the impact that it would have on the amenities of the occupants of surrounding residential properties.

### Character and Appearance

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. Policy BE10 looks specifically to ensure that any alteration or extension to a locally listed building is sympathetic to the character, appearance and special interest of the building and will respect its setting. Policy BE11 also seeks to ensure that developments within conservation areas will preserve or enhance the character and appearance of the conservation area by respecting or complimenting the layout, scale, form and materials of existing buildings.

Policy 7.4 of the London Plan seeks that buildings should provide a high quality design that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and contributes positively to the character of the area. In addition, Policy 7.8 of the London Plan states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Consistent with this the National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of the area.

The property is located within the Alexandra Cottages Conservation Area which is also covered by an Article 4 direction restricting the permitted development rights of the property. The property is also locally listed along with the other properties within the road and surrounding area.

Paragraphs 6.49 to 6.52 of the Alexandra Cottages Conservation Area SPG relate specifically to extensions and states that the rear elevation is the preferred location of extensions and that these should be limited to single storey and should not be so big as to cover the entire rear garden. In addition, it states that "extensions should reflect the traditional style, proportions, materials and details of the buildings within the conservation area".

The application property currently benefits from an existing, albeit smaller, rear extension which is shown to be removed to facilitate the proposed extension. The total rearward projection of the extension of 5.625m from the original two storey rear elevation is substantial, but would extend to the same depth as an existing extension at the adjoining dwelling (no. 129) and a similar depth to the existing rearward projection at no. 131. In addition, the existing single storey detached

garage which lies within the rear garden is shown to be demolished helping to maintain an adequate level of amenity space to the rear.

Concerns were raised by the Council's Conservation Officer and the Advisory Panel for Conservation Areas (APCA), as well as local residents, with regards to the initial plans including the size, bulk and location of the extension, including the projection beyond the side of the dwelling and the height of the extension. However, amended plans were received on 03.03.17 which provide a revised part flat/part pitched roof design, reducing the overall height and bulk of the extension. Further consultation was undertaken both locally and with the Council's Conservation Officer and the APCA. As stated within report in the consultee section above, APCA now raise no objections to the proposed extension subject to some detailing to the roof and brickwork. In addition, there are no objections from the Council's conservation officer to the revised proposal subject to the roof and brick detailing suggested by APCA.

With regards to the concerns raised by the Alexandra Residents Association regarding the projection of the extension beyond the side wall, paragraph 6.50 of the Alexandra Cottages SPG does state that rear extensions should "ideally not project beyond the flank wall of the house", but goes on to state that this is to ensure adequate space around and between buildings and to avoid visual terracing or the appearance of cramped development. The proposed extension is shown to project approximately 1.6m beyond the side wall of the main dwelling, which is around 1.1m wider than the existing extension. This side projection would also be slightly further forward than the existing sideward projection. However, it would remain to the rear of the original dwelling and would not wrap around the property helping to maintain a substantial set back from the street. In addition, the extension would retain a separation of 1m to the side boundary helping to ensure adequate space between the application dwelling and the boundary with neighbouring property at no. 131 and preventing the appearance of terracing.

The existing garage structure, whilst not attached, also provides an element of built development at the rear between the original dwelling and the side boundary when viewed from the streetscene. This garage is shown to be demolished helping to ensure visual separation between the flank wall of the extension and the side boundary is fully maintained.

With regards to the height of the extension, the maximum height of the extension which includes the pitched parapet element would be 3.1m, which is the same height as the existing extension at the property. The pitched roof design to the side shown on the amended drawings received 03.03.17 would also slope down to a modest height of 2.6m at the eaves helping to reduce the bulk and visual impact of the extension when viewed from both the streetscene and the neighbouring dwelling at no. 131.

It should be noted that a number of similar extensions exist within the road, the most recent of which have been summarised in the planning history section of the report, including at No. 129 which is the adjoining semi which was granted under ref: 14/03619/FULL6. This extension, which extends right up to the side boundary shared with no. 128, is both wider and wraps around the side elevation to bring the

front elevation of the extension closer towards the front of the dwelling. It also has a flat roofed design. It is acknowledged that given the height and lack of separation to the side boundary as well as its projection forwards that this extension does to some extent reduce the visual separation between the properties and may present an example of the type of extensions that should be resisted in the area. However, unlike this neighbouring extension, the extension proposed under this current application would project only 1.6m in width beyond the existing side elevation and would not extend right up to the boundary, providing a full 1m separation. In addition, it would not wrap around the side elevation of the original dwelling and would benefit from a pitched roof sloping down to the boundary to a modest 2.6m in height resulting in a more sympathetic appearance. From the street, it would also be partially obscured by the existing side porch at the dwelling.

The extension is shown to be constructed of brickwork to match the existing dwelling and will incorporate a sash window to the front to match the style of the existing windows. APCA and the Council's conservation officer have indicated that the treatment of the façade, such as a barge board and a red brick string course to match the existing cottage would help to integrate the extension more sympathetically into the existing dwelling. The applicant has agreed by letter dated 24.03.17 to a condition requiring the incorporation of these elements on any approval.

Therefore, taking all the above into account, Members may consider that, on balance, the size and design of the extension respects the surrounding scale and form of development as well as preserving the character and appearance of both the locally listed host dwelling and the conservation area within which it lies, and therefore would accord with the aims and objectives that Policies H8, BE1, BE10, BE11 and the Alexandra Cottages SPG seek to achieve in respect of the design and scale of the extension.

The existing windows within the front, side and rear of the original dwelling are also shown to be replaced. APCA have raised concerns and have stated that the existing windows should be refurbished rather than replaced. The statement provided by the agent has advised that the proposed replacement windows are to upgrade to modern insulation and energy efficient standards by replacing single glazing with double glazing. The proposed replacement windows are of an appropriate size, style and colour as to preserve the character and appearance of the existing dwelling and conservation area in general, whilst also allowing the occupiers of the host dwelling to improve the efficiency of their home to a modern standard.

#### Impact on neighbouring amenity

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

The proposed extension will abut the existing extension at the adjoining semi at No. 129 and will not project beyond the rear elevation of this neighbouring

extension. It is therefore not considered to result in any undue harm to the amenities of this neighbouring dwelling.

Concerns have been raised by the owner of this neighbouring dwelling with regards to the impact of the extension on their outlook due to the proximity of extension to the common boundary and the depth and height of the extension. The extension will maintain a separation of 1m to the side boundary shared with no. 131 and will not extend beyond the rear of this existing dwelling, which also benefits from a single storey rear element. It is noted that this neighbouring dwelling benefits from windows and a door within the ground floor flank elevation which faces the application site and as such the proposed windows would look towards the proposed extension. However, these current windows predominantly face the existing side boundary fence as well as the existing extension at the application dwelling. In addition, this neighbouring dwelling at no. 131 also benefits from a car port which lies between the property and the boundary with the application dwelling and to some extent also reduces both light and outlook. Taking this all this into account, and the modest height of the extension when viewed from this neighbouring dwelling, Members may consider that the proposed extension would not result in any significant loss of light or outlook to the windows within this neighbouring dwelling.

The proposed extension includes one small window within the flank elevation facing No. 131. However, this will predominantly look towards the existing boundary fence, and as there is also a window within the flank elevation of the existing single storey structure there is not considered to be any additional overlooking or loss of privacy.

### Summary

Taking the above all into account, Members may consider that, on balance, the development in the manner proposed is acceptable, and would preserve the character and appearance of the locally listed host dwelling as well as the Alexandra Cottages Conservation Area, and would not give rise to any adverse harm to the amenities of the neighbouring properties. Therefore, the proposal is considered to accord with the aims and objectives of Policies BE1, BE10, BE11 and H8 of the UDP as well as the Alexandra Cottage SPG, and Policies 7.4 and 7.8 of the London Plan.

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

**as amended by documents received on 03.03.2017 07.03.2017**  
**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

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

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

- 3 Details of the materials to be used for the external surfaces of the building, including windows and doors, 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 Policies BE1, BE10 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 Details of the form, patterning and bonding of the brickwork and details of a bargeboard on the extension hereby permitted 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 Policies BE1, BE10 and BE11 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**



**Application:**16/05652/FULL6

**Address:** 130 Victor Road Penge London SE20 7JT

**Proposal:** Single storey rear extension. Demolition of existing detached garage and replacement windows.



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

This page is left intentionally blank

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

**Application No :** 16/05879/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 8 x two bedroom and 2 x one 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 2 one bedroom and 8 two bedroom flats. The proposal includes 12 associated car parking spaces and communal landscaping area. Access to the site will be via the existing access from Albert Road.

The footprint of the building will measure 21.1m in width and 20.9m in depth. The proposed building will have a flat roof with a height of 8.8m, 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, an Energy Statement, a Contamination Desktop Study 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
- Loss of light and harmful/oppressive visual impact
- Retaining wall adjoining Model Farm Close is in poor condition and should be repaired and maintained

### **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 a standard condition.

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

Environmental Health (Housing) - adequate natural lighting and ventilation should be provided for all habitable rooms. Crowding concern is also raised in regard to combined kitchen and living room areas.

Thames Water - no comments received however no objections were raised in regard to the previous application subject to an informative.

Natural England - no objections raised on the basis that the proposal is similar to that previously permitted.

### **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)

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

Emerging Bromley Local Plan

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

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

Draft Policy 32 - Road Safety  
Draft Policy 33 - Access for All  
Draft Policy 37 - General Design of Development  
Draft Policy 46 - Ancient Monuments and Archaeology  
Draft Policy 73 - Development and Trees  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 83 - Non-Designated Employment Land  
Draft Policy 112 - Planning For Sustainable Waste Management  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 115 - Reducing Flood Risk  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 118 - Contaminated Land  
Draft Policy 119 - Noise Pollution  
Draft Policy 120 - Air Quality  
Draft Policy 122 - Light Pollution  
Draft Policy 123 - Sustainable Design and Construction  
Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

## **Planning History**

Planning permission was granted under ref. 16/03225 for 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.

## **Conclusions**

The main issues relating to the application are as follows:

- The principle of residential development at the site and the loss of the existing 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.

Following the granting of planning permission for a block comprising 9 units under ref. 16/03225, the current proposal seeks permission for a development comprising 10 units. The proposed building will have a matching appearance and matching dimensions to those previously approved, with an internal alteration to provide the additional unit. The development will comprise of 2 one bedroom and 8 two bedroom flats, whereas the previous scheme proposed 8 two bedroom and 1 three bedroom flats. An alteration to the ground floor fenestration is also proposed.

## 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.

Marketing has demonstrated over a period of time that 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 was amended to provide a three storey building 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, was considered to respect the character of the area under ref. 16/03225 and it is considered that the proposal 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 10 units would therefore result in a site density of 90.9 units per hectare. This increase in residential density from the previously permitted scheme 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 50m<sup>2</sup> for a one bedroom two person flat and 70m<sup>2</sup> for a two bedroom four 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 200m<sup>2</sup>. 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. Members previously considered the lack of private amenity space to be acceptable at the site.

### 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.

### Renewable Energy and Sustainable Construction

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

The application has been submitted with an Energy Strategy for the development. This is considered to be acceptable and a condition can be imposed to ensure compliance with the document.

### Planning Obligations

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

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

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

The Planning Practice Guidance outlines circumstances where infrastructure contributions through planning obligations should not be sought from developers. Contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000m<sup>2</sup> (gross internal area).

In this instance, only 10 units are proposed with a floor space of 890m<sup>2</sup>. Therefore a financial contribution would not be required from the developer.

### 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.

Background papers referred to during production of this report comprise all correspondence on file ref(s). DC/16/03225 and DC/16/05879, 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 landscaping scheme hereby permitted shall be completed in full accordance with the approved details 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, along with the repair of the boundary retaining wall adjoining Model Farm Close, 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 The materials to be used for the external surfaces and windows 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.

- 9 The surface water drainage scheme hereby permitted shall be implemented in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The following approved plans shall be complied with:
- Proposed Drainage Plan DRW No. L1738\_00\_02 Rev C dated January 2017.
  - Surface Water Impermeable Areas Plan DRW No. L1738\_00\_01 Rev C dated January 2017.
  - Drainage Calculations (Rev2) with Job Ref No. L1738 Dated March 2017.

**Reason:** In order to comply with Policy 5.13 of the London Plan and to reduce the impact of flooding both to and from the proposed development and third parties.

- 10** 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.

- 11** 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.

- 12** 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.

- 13** 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.

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

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

- 15 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.

- 16 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.

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

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

- 18 The details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway hereby permitted shall be completed in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. 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.

- 19 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.

**20** 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.

**21** 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.

**22** The development shall be constructed in complete accordance with the slab levels and site levels hereby permitted 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 visual and residential amenities of the area.

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

b) 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.

c) 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.

d) 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.

**e) 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.**

**24 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.**

**25 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.**

**26 The development hereby permitted shall be completed in complete accordance with the submitted Energy Statement and the measures recommended shall be permanently maintained at the site thereafter.**

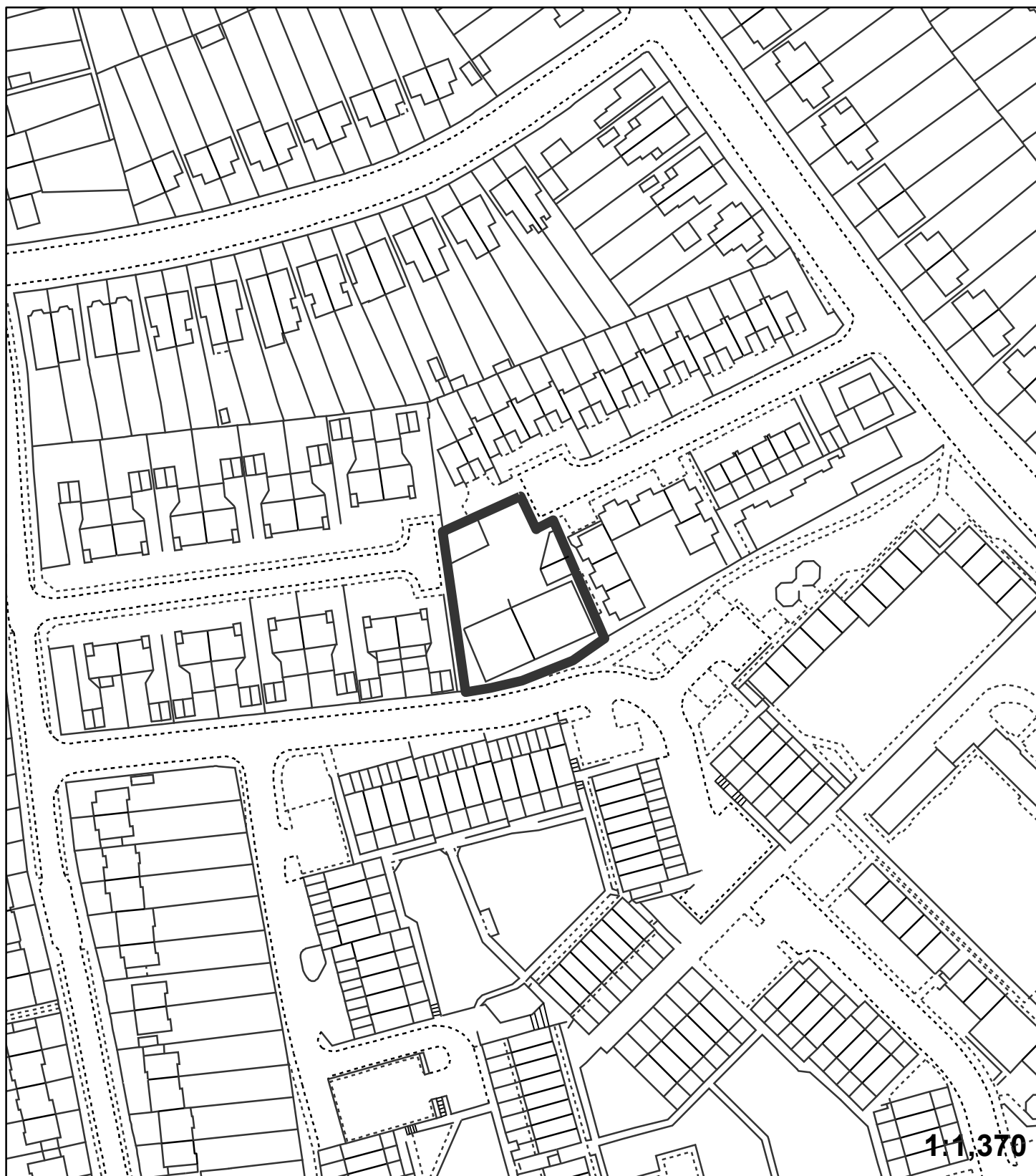
**Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.3 of the London Plan 2015.**



**Application:**16/05879/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 8 x two bedroom and 2 x one 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"

This page is left intentionally blank

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

**Application No :** 17/00398/DET

**Ward:**  
Penge And Cator

**Address :** 213 Kings Hall Road Beckenham BR3  
1LL

**OS Grid Ref:** E: 536597 N: 170331

**Applicant :** Brookworth Homes Limited

**Objections :** YES

### **Description of Development:**

Details of scale, appearance and landscaping of development granted planning permission on appeal (LBB ref. 15/04458/OUT) for the introduction of an access road and erection of three detached dwellings, each with a double garage, parking and associated landscaping.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 25

### **Proposal**

Outline planning permission was granted on appeal under reference 15/04458/OUT for the introduction of an access road and erection of three detached dwellings, each with a double garage, parking and associated landscaping. The scale, appearance and landscaping of the development were reserved matters.

This application seeks approval for the reserved matters - scale, appearance and landscaping. It is proposed to provide three detached dwellings which would be sited in positions commensurate with the outline approval of layout, accessed via a roadway leading between No. 215 and 217 Kings Hall Road.

The access road runs parallel to and approx. 3.5m from the flank boundary with No. 217 for a length of approx. 60m before the roadway curves to lead to the formed cul-de-sac of three dwellings known as Plot 1, Plot 2 and Plot 3.

The flank elevation of the dwelling at Plot 1 is located 3m from the eastern boundary of the site with the rear gardens of Nos. 211 and 213 Kings Hall Road. The 5 bedroom property includes an attached garage set beneath a pitched roof with central apex. The dwelling would be 8.87m high to the top of the crown roof, with an eaves height of 5.1m. The dwelling incorporates a central front bay with gable roof and a double height window which would face towards the northern boundary of the site some 19.4m distant. The front elevation incorporates a single

storey element set beneath a pitched roof. The width of the dwelling would be 12.5m excluding the double garage which is positioned to the rear of the western flank elevation of the dwelling. Two parking spaces are shown to be provided between the western flank elevation of the dwelling and the landscaping which is shown to separate Plots 1 and 2.

To the west of Plot 1 and separated by the width of two attached single storey double garages and a side space of 2.4m is Plot 2 which would host a 5 bedroom dwelling. This dwelling would be broadly L-shaped with a front gable feature and an attached double garage a crown roof accommodating a first floor en-suite and dressing room, with the rear elevation of the garage aligning with the rear elevation of the dwelling, set back from the adjacent front projecting gable feature by approx. 6.5m. The garage would be 6m high to the top of the crown roof, and 3.3m high to the eaves. The main dwelling would be 9.26m high to the top of the crown roof and 5.1m high to the eaves level, with the roof incorporating a deep pitched profile below the flat roofed 'crown' element. Two car parking spaces are shown to be provided in front of the double garage, adjacent to the eastern flank elevation of the dwelling.

The dwelling at Plot 3 lies to the north-west of Plot 2 and is set at a right angle to the Plot 2 dwelling to face east along the access road and to the boundary of the site with the rear gardens of dwellings fronting Kings Hall Road. The main bulk of the 5 bedroom dwelling is separated from the boundary with the rear gardens of dwellings fronting Lennard Road by the attached double garage which incorporates first floor accommodation set within the crown roof of the garage, in addition to side space. The main dwelling would be 9.25m high to the top of the crown roof and 5.1m high to eaves height, and the garage would be 3.3m high to the eaves and approx. 6m high to the top of the crown roof.

In terms of the landscaping details provided, the tarmac access road would lead to 2 parking spaces associated with No. 215 Kings Hall Road before running parallel to the boundary with No. 217 and the rear boundary of 189 and 191 Lennard Road before curving into the site to provide access to the three residential plots. Areas of shrub planting would be provided adjacent to the access road and driveways and between the road and the northern boundary, along with tree planting along the northern landscaping strip between the application site and the dwellings fronting Lennard Road and hedge planting along the rear boundary with No. 215 Kings Hall Road and part of the rear boundary of No. 213. Additional birch trees would be planted along the boundary between Plot 1 and the rear gardens of Nos. 207 and 209 Kings Hall Road. Patio paving would be provided immediately adjacent to the proposed dwellings with block paving for the parking bays in front of the garages.

The existing woodland area to the western boundary of the site would be retained and the existing woodland tree screen to the southern boundary would also be retained. The submitted landscaping plan also includes boundary annotations to show the provision of a 1.8m high acoustic fence along the northern side of the straight section of access road (adjacent to 217 Kings Hall Road) and 1.8m high close boarded fencing along the western, eastern and southern boundaries of the site.

## Location

The application site is a large parcel of residential garden land to the rear of No's 207-215 Kings Hall Road, currently serving No.213. The site adjoins residential gardens to the north and east belonging to properties in Lennard Road and Kings Hall Road respectively with the area being predominantly residential in nature, although the ground floor of No213 is currently used as offices. The site has no designation in the adopted UDP but it is bounded by Metropolitan Open Land (MOL) to the south and Pool River to the west.

The site falls within Flood Zone 2 and the far western edge is covered by a Tree Preservation Order (TPO).

The site does not lie in a designated Conservation Area.

## Consultations

Comments from local residents

- The houses proposed would have flattened apex roofs whereas the indicative drawings considered by the Inspector had fully pointed apex roofs. The planning Inspector referred to plan C401B which was a site layout drawing which included within it the siting of the proposed houses which were shown on the plan to include fully pitched roofs. The proposed dwellings would appear three storey in height. The Inspector imposed conditions which would show no flattened roof design and only two storey buildings with single garages
- Concern is expressed regarding the strip of land to be retained behind 211 - 215 Kings Hall Road and it is requested at assurance be provided that the site layout will be maintained in the future, with covenant being a suggested means of achieving this outcome
- The proposed dwellings would not look similar to the surrounding area and the materials do not complement the existing residential development on Kings Hall Road.
- The garage heights have increased
- The manoeuvring of the refuse truck appears tight and to encroach on the landscaping
- Concern regarding the position of the car parking in front of the garages
- The footprints of the buildings are not what was approved and the development would appear intrusive and ugly
- The plot numbering has been reversed in an attempt to confuse
- The appearance of the proposed dwellings is quite different to that which was indicated in the appeal
- The windows in the proposed dwellings would be too large and would appear intrusive to properties in Lennard Road
- The planting adjacent to 181 Lennard Road would not effectively screen the development
- The gates to the development should be moved level with the frontage of 215 Kings Hall Road for security reasons

- Potential for noise and disturbance and it is therefore essential that the acoustic fence be provided to protect the boundaries with all neighbouring properties in Lennard Road
- The proposed landscaping would afford views from plot 3 towards the rear of Lennard Road
- The dwelling at Plot 3 would butt up against the garden fences of dwellings fronting Lennard Road. There should be frosted glass in the first floor windows looking over the Lennard Road gardens and a prohibition of third floor development in line with the Inspector's requirements
- The roadway and landscaping alignment to the north side of Plot 1 differs from that in the approved plans and Plot 2 appears to extend south of the approved plan position
- Tree Preservation Orders should be made on the trees identified on the landscaping plans approved by the Inspector and a condition should be imposed to prevent the subdivision of the residential sites

### Technical Comments

#### Highways

Revised plans have been submitted to show a Swept Path Analysis for a refuse vehicle manoeuvre within the site and repositioning the access gates closer to the front access point. There are no technical objections to the revised proposals. A number of conditions have been recommended.

#### Trees and Landscaping

The Council's Principal Tree Officer has been consulted and any comments will be reported verbally.

#### Environmental Health

The applicant is advised to have regard to the Housing Act 1985's statutory space standards, contained within Part X of the Act and the Housing Act 2004's housing standards, contained within the Housing Health and Safety Rating System under Part 1 of the Act.

### **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  
 H1 Housing Supply  
 H7 Housing Density and Design  
 H9 Side Space  
 NE3 Wildlife Features  
 NE7 Development and Trees  
 NE8 Conservation and Management of Trees and Woodland

ER10 Light pollution  
T3 Parking  
T7 Cyclists  
T18 Road Safety

The Council is preparing a Local Plan. A period of consultation on the proposed draft Local Plan (under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended) ran from November 2016 and closed on December 31st 2016. It is anticipated that the draft Local Plan will be submitted to the Secretary of State in 2017.

Draft Policies of relevance to the application comprise:

Policy 37 General Design of Development  
Policy 1 Housing Supply  
Policy 4 Housing Design  
Policy 8 Side Space  
Policy 70 Wildlife Features  
Policy 73 Development and Trees  
Policy 74 Conservation and Management of Trees and Woodlands  
Policy 30 Parking  
Policy 32 Road Safety  
Policy 122 Light Pollution  
Policy 119 Noise Pollution

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

London Plan (July 2011)

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 5.16 Waste self-sufficiency  
Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste  
Policy 5.21 Contaminated land  
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure  
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 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

### **Planning History**

14/01561/OUT

Planning permission was refused and a subsequent appeal against the refusal of outline planning permission was dismissed for the introduction of access road and erection of 6 dwellings comprising 3 pairs of semi-detached houses, parking and landscaping.

The ground for refusal was:

"The proposed development by reason of the restricted plot size and amenity space would be an overdevelopment of the site which would not accord with the spatial standards prevailing in the locality, and the proposal would therefore not be sensitive to the character of the surrounding residential area. Traffic accessing the site will harm the amenities of adjoining residential properties by reason of fumes, noise and disturbance. The proposal is therefore contrary to Policies BE1 and H7 of the Unitary Development Plan."

The Inspector commented that in terms of the relationship with the surrounding properties that there would be no significant overshadowing of the adjoining houses and gardens. It was also commented that the outlook of surrounding residents would evidently change from the view over the existing extensive garden area and orchard, but there would be sufficient separation for the proposed houses not to be overbearing in views from the neighbouring dwellings.

In terms of traffic accessing the site it was not considered that there would be likely to be excessive noise and disturbance for existing occupiers. Similarly with regard to drainage with implementation of a suitable SUDS scheme there was no evidence that a satisfactory drainage scheme could not be devised.

15/00357/OUT



Outline planning permission was refused for the construction of 5 dwellinghouses comprising 2 pairs of semi-detached and 1 detached property, access road, parking and associated landscaping. A subsequent appeal against the refusal of planning permission was dismissed.

The reason for refusal of outline planning permission was:

"The proposed development by reason of the restricted plot size and amenity space would be an overdevelopment of the site which would not accord with the spatial standards prevailing in the locality, and the proposal would therefore not be sensitive to the character of the surrounding residential area. The proposal is therefore contrary to Policies BE1 and H7 of the Unitary Development Plan."

In dismissing the appeal the Inspector concluded that the proposal would appear cramped and out of keeping with the area. The Inspector also commented that at present there are open views above the extension and garage between Nos 215 and 217 Kings Hall Road to mature landscaping within the existing garden area and to the land beyond which contains a number of large mature trees which add to the verdant and open character of the area. The Inspector was not convinced that the indicative landscaping proposal would be capable of screening the proposal to such an extent that the impact on the open character and appearance of the area would be acceptable.

15/04458/OUT

Outline planning permission was refused for the access and layout of a development comprising the introduction of an access road and the erection of three detached dwellings, each with a double garage, parking and associated landscaping. The application was in outline, with details of the scale, appearance and landscaping of the development being reserved matters. Outline permission was refused on the ground:

"The revised proposals constitute an overdevelopment of the site which would have a detrimental impact on the spacious and open character and appearance of the surrounding area, and would therefore be contrary to Policies BE1 and H7 of the Unitary Development Plan."

A subsequent appeal against the Council's refusal of planning permission was allowed. The Inspector considered that the main issue in the case was the effect of the development on the character and appearance of the area. The Inspector considered that the orientation of the dwelling on Plot 1 (which corresponds to the current Plot 3) was such that the garage would be closest to the northern boundary, reducing the height of the development in direct views down the access road. The landscaping in front and behind the dwelling would soften views of the dwelling and allow retained views over and beyond the plot to the area of woodland behind. Landscaping to the southern and eastern site boundaries would also provide landscaped views between existing dwellings and would assist in screening the development from the rear of neighbouring properties. In respect of the concern that the development would result in an overdevelopment of the site, it was considered that the density of development would be appropriate in the

location and that the proposal would not form overdevelopment. Having regard to the spacious size of the plots, the footprint of the dwellings and the retention and enhancement of the landscaping, it was not considered that the proposal would be out of keeping with the character and appearance of the area.

The Inspector considered the impact of the proposal on the living conditions of neighbouring dwellings, highways matters, drainage, flood risk, ecology and sustainable design and construction and in all these matters agreed with the Council that there were no concerns in respect of these matters. With regards to the concerns expressed by neighbouring residents regarding impact on visual amenity, security and light and noise pollution the Inspector concluded that there was no evidence to suggest that the proposal would result in security issues or pollution such that would cause material harm to the amenity of nearby residents and that the landscaping proposed would soften the visual impact of the development.

The Inspector allowed the appeal and granted outline planning permission subject to a number of conditions, including Condition 10 which stated that the dwellings should not be more than 10m in height, with this condition considered necessary in order to protect the character and appearance of the surrounding area and the amenity of neighbouring residents.

At outline stage the applicant provided indicative elevations although the appearance and scale of development were reserved matter, as was landscaping. The indicative elevations which formed part of the application considered at appeal showed the dwelling at Plot 1 (now Plot 3) having a pitched roof approx. 9.8m high to the ridgeline and 5.6m high to the eaves, with the attached garage 4.8m to the ridge and approx. 2.5m to eaves height.

## **Conclusions**

The principle of the redevelopment of this site for three detached dwellings with double garages has already been established through the granting of the outline permission on appeal through reference: APP/G5180/W/16/3149502 (Council ref:15/05584/OUT). Access and layout were also approved under the outline permission. The applicant now seeks approval for the following reserved matters: appearance, landscaping and scale.

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 surrounding residential properties.

### Design, appearance and scale

The overall size and elevational proportions of the proposed dwellings are similar to the illustrative details submitted at outline stage although the bulk of the roof design has changed to incorporate crown roofs rather than the traditional pitched roof design. While this roof form could potentially appear more dominant than a traditional pitched roof, there are limited vantage points from outside of the site where a perspective view would exist that would allow the appreciation of the

treatment of the top of the roof. In views from outside of the site and from street or ground level, the appearance of the roofs would be predominantly of the pitched roof slopes and the overall height of the buildings would not exceed the 10m threshold imposed by the Inspector in granting the outline planning permission that this application follows. If the details of the appearance/scale of the dwellings are approved it would be appropriate in view of the proportions of the buildings and in the interest of visual and residential amenity to impose a condition restricting the permitted development rights associated with development in the roof to afford the Council the opportunity to consider the merits of such development should it be proposed in the future.

The dwellings proposed would be appreciably two storey, with the garages having a single storey appearance albeit somewhat higher to eaves and apex of the roofs. It is noted that the height of the garages to eaves and to the top of the pitched element has increased slightly from 2.5m and 5.6m at eaves and apex respectively to 3.3m and 6m in the current proposal (Plot 1/Plot3 comparison). The roof design proposed in this application would allow the provision of additional living accommodation above the garages of Plots 2 and 3. That there is accommodation (en-suite bathroom and dressing room) in the roofspace would not be immediately apparent from outside the site and from neighbouring properties taking into account the lack of fenestration in the roof slopes, the landscaping along the boundaries of the site and the separation to the first floor windows of neighbouring residential dwellings.

As in the outline application, views from Kings Hall Road would be of the dwelling at the head of the access, with landscaping in front and behind. The modest increase in the height of the garage in comparison with the illustrative scheme previously indicated would not result in a significantly adverse impact on views from Kings Hall Road.

It is acknowledged that the illustrative elevations in outline application 15/04458 showed a more traditional design and detailing of development. The concerns expressed by neighbouring residents regarding the appearance and scale of the proposed dwellings in relation to the illustrative drawings submitted under ref. 15/04458 are noted, including the concerns relating to the window design and proportions.

The elevations provided in the previous application were submitted for illustrative purposes only - to demonstrate how such a development could look, and the appeal was considered on this basis. The fact that the current scheme does not exactly match those illustrative details previously provided is not in itself a ground for withholding approval of the details currently under consideration.

The elevations of the proposed dwellings incorporate gables and single storey elements that add interest to the design and while the proposal would not replicate existing development adjacent to the site, the appearance of the dwellings is nonetheless considered acceptable in view of the standalone siting of the houses and the extent to which views of the houses in direct comparison with existing dwellings would be limited. The fenestration proposed would provide visual interest and would be appropriate in the more contemporary appearance of the

development proposed in this details application. It is considered appropriate to secure material samples in order to ensure a high quality execution of the proposals and that the materials used for the external surfaces of the buildings complement the palette of materials used in existing development in the locality.

### Impact on Neighbouring Amenity

In terms of impact on neighbouring amenity, representations have been received in this regard from neighbouring residents. When allowing the appeal the Inspector stated that she was satisfied that the proposal would not be detrimental to the residential amenities of the locality.

It is not considered that the alterations to the scheme proposed as part of this details application materially alter the comments of the Inspector as the dwellings are located in a position replicating that considered by the Inspector, adequate separation is retained to the boundaries of the site and the landscaping proposed will soften the visual impact of the development.

The flank elevations of the proposed dwellings would incorporate first floor windows which would serve either dressing rooms or en-suite bathrooms. It is appropriate in the interest of the residential amenities of both existing and prospective residents to impose a condition to ensure that these windows would be obscure glazed, since in the outline application assessment of the elevations was a reserved matter.

On balance and in light of the Inspectors comments, the scheme is not considered to unacceptably impact upon neighbouring residential amenity to a detrimental degree.

### Layout

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

With regard to the above it appears that the size of the dwellings would exceed the minimum standards. The internal layout of the proposed dwellings and the size and orientation of the rear gardens/patios would provide a good standard of amenity for prospective occupants

### Landscaping

Concerns have been expressed by neighbouring residents regarding the retained strip of land behind 211 - 215 Kings Hall Road and its future retention, the limitations of the landscaping in terms of the screening of views to Lennard Road and the retention of protected trees. Taking into account retained and proposed planting along the boundaries of the site it is considered that in terms of softening the appearance of the development and screening it from outside the site the landscaping proposed would be acceptable. Birch trees are proposed to be planted

between Plot 1 and the rear boundaries of dwellings fronting Kings Hall Road and the planting schedule proposes a satisfactory mix of shrubs and trees which when established would suitably enhance the landscaping along the northern boundary of the site.

With regards to the hard landscaping proposed upon the site, the tarmac access road and manoeuvring space would be of a width and extent that allows the provision of soft landscaping around the road to enhance the appearance of the development. Paving at the rear/side of the proposed dwellings would not be disproportionate in relation to the overall extent of the gardens provided around the houses and it is considered that the landscaping proposed would provide a satisfactory level of amenity for prospective occupants as well as presenting a suitable balance between hard and soft surfaces as perceived from outside the application site.

Conditions relating to the health and long term retention of trees during and after construction were imposed by the Inspector and would fall to be complied with prior to the commencement of development.

Overall the proposed hard and soft landscaping would provide adequate amenity space for occupiers of the development and as well as an attractive setting for the development.

#### Highways and Traffic Issues

Whilst access and layout have already been approved as part of the Outline Permission it is appropriate to consider any highways impacts arising from the detailed submission.

In this instance there are no changes that would affect the assessment made of highways impact at outline stage. No technical highways objections are raised to the details submitted.

#### Other matters

It is noted that concerns have been expressed regarding the siting of the proposed access gates and the impact that these might have in terms of security to the rear of the dwellings fronting Kings Hall Road. In allowing the appeal the Inspector assessed that there was no evidence to suggest that the outline proposal would have an adverse impact on security.

It has also been suggested that the acoustic fencing along the northern boundary of the site be extended for the full length of the boundary with dwellings fronting Lennard Road. In view of the relationship between the access road and the flank boundary of No. 217 it is considered appropriate to provide an acoustic fence along the straight section of the roadway, but it is noted that the access curves away from the rear boundary of the properties fronting Lennard Road and that the site at that location would be more generously screened by existing and enhanced boundary landscaping.

Comments have also been submitted to state that the layout of the development does not accord with that granted outline planning permission. However, the submitted site layout (roof level) does not materially change the siting or footprint of the dwellings proposed and the relationship between these buildings and the boundaries of the site.

### Summary

The principle of the development, including layout and access has already been deemed acceptable through the granting of the outline permission. The assessment above considers the reserved matters relating to scale, appearance and landscaping and the impacts associated with the development in terms of amenity for future occupiers, the amenity of the occupants of nearby buildings, and trees.

It is considered that the development would not be detrimental to the character and appearance of the area, with the scale and form of the development being appropriate for the location and size of the site and a residential density appropriate for the area. The proposed accommodation would provide a good standard of amenity for future occupiers of the development.

The proposed landscaping has also been considered and would provide an attractive setting for the development as well as softening the appearance of the development and screening views of the site from surrounding curtilages.

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

**as amended by documents received on 27.03.2017 07.03.2017**

### **RECOMMENDATION: APPROVAL**

**subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 2 years, beginning with the date of this decision notice.**

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

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

**13121/P504/J - Plot 1  
13121/P505/J - Plot 2  
13121/P506/H - Plot 3  
13121/P501/K - Site Layout - Roof Level**

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

- 4 Prior to the first occupation of the dwellings the flank first floor windows of the dwellings shall be obscure glazed in accordance with details to be submitted to the Local Planning Authority and approved in writing. The windows shall be permanently retained as such thereafter.**

**Reason: In the interest of the residential amenities of the dwellings and neighbouring properties and to accord with Policies BE1 and H7 of the Unitary Development Plan.**

- 5 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 B or C 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 the interest of the visual residential amenities of the area and the appearance of the host dwellings, to accord with Policies BE1 and H7 of the Unitary Development Plan.**

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

**13121/P504/J - Plot 1  
13121/P505/J - Plot 2  
13121/P506/H - Plot 3  
13121/P501/K - Site Layout - Roof Level**

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

**You are further informed that :**

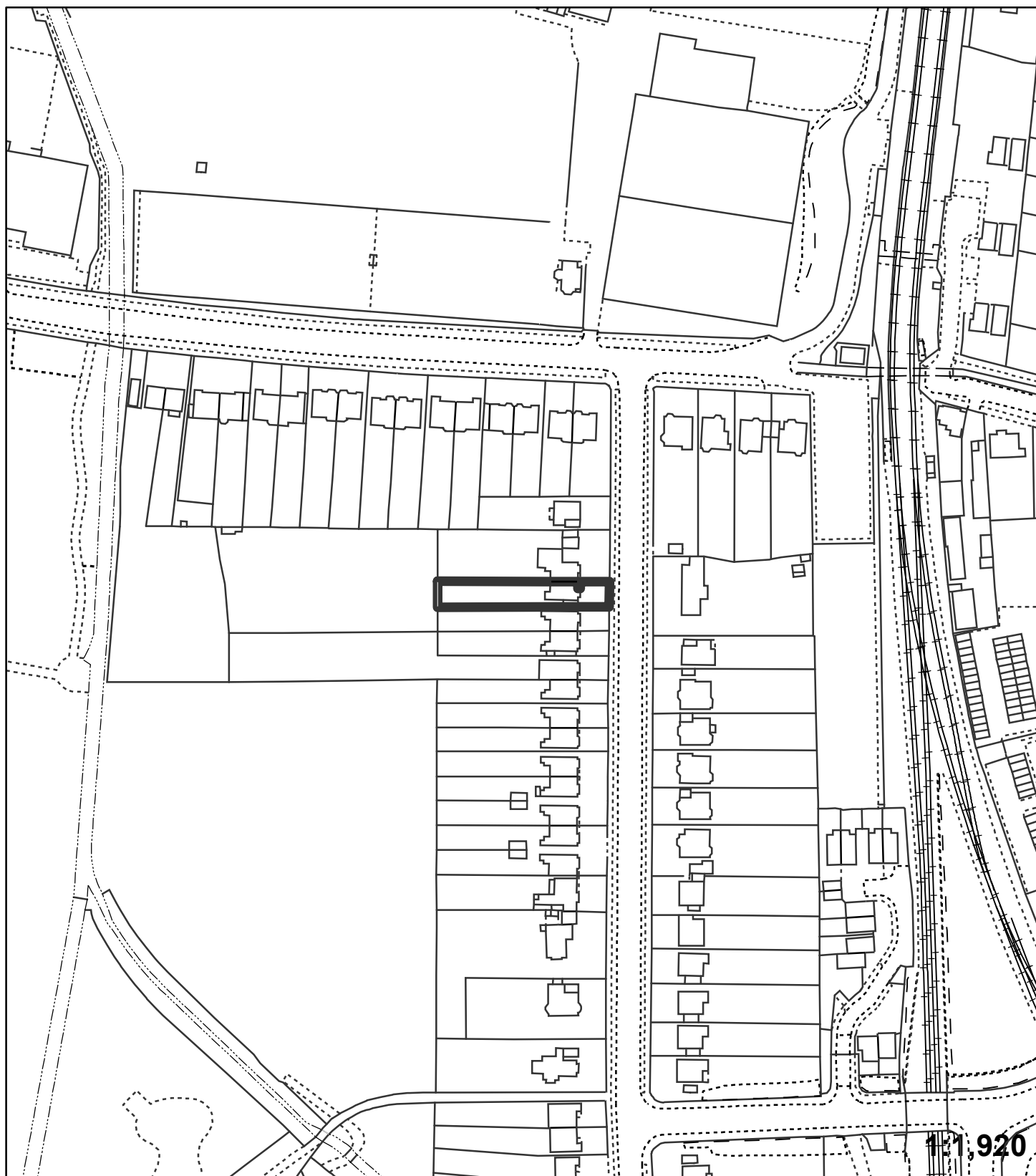
- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**
- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at [www.bromley.gov.uk](http://www.bromley.gov.uk)**
- 3 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.**
- 4 Any repositioning, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus considered necessary and practical to help with the modification of the vehicular crossover hereby permitted shall be undertaken at the cost of the applicant.**
- 5 You are reminded that the conditions of the outline permission still apply and must be complied with.**



**Application:**17/00398/DET

**Address:** 213 Kings Hall Road Beckenham BR3 1LL

**Proposal:** Details of scale, appearance and landscaping of development granted planning permission on appeal (LBB ref. 15/04458/OUT) for the introduction of an access road and erection of three detached dwellings, each with a double garage, parking 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"

This page is left intentionally blank

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

**Application No :** 17/00444/FULL6

**Ward:**  
West Wickham

**Address :** 39 The Avenue West Wickham BR4 0DX

**OS Grid Ref:** E: 538950 N: 166744

**Applicant :** Miss Rodrigues

**Objections :** NO

### **Description of Development:**

Part 1/2 side/rear/front extension, formation of front porch.

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Metropolitan Open Land  
Open Space Deficiency  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 2

### **Proposal**

Planning permission is sought for a two storey side extension and a single storey rear extension. The property benefits from an existing single storey garage and part single storey rear extension. The existing garage is proposed to be retained on the ground floor with a new utility room, W/C, Breakfast Area, Kitchen & Family Area built behind it. On the first floor one of the existing bedrooms is to become a new bathroom and two new bedrooms are proposed.

The two storey side extension will measure 9.5m in depth x 3.1m in width x 8.4m in height. The side extension will have a hipped roof which will sit down from the main ridge height and sit back from the main front building line. The garage will be built 0.89m further forward and will be built flush with the new front porch.

The application also proposes a new porch and overhang tile detailing measuring 0.89m in depth x 2.3m in width x 2.8m in height. Both areas are covered by a lean to with roof detailing.

### **Location**

The application site is a semi-detached property located on the northern side of The Avenue, West Wickham. To the east of the site, immediately to the site boundary lies a grassed area of land which is owned by the Council and an electrical sub-station. The grassed area of land measures approximately 24m in width.

The planning application is accompanied by a Design & Access statement.

## **Consultations**

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

### Comments from Consultees

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

## **Planning Considerations**

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

- BE1 Design of New Development
- H8 Residential Extensions
- H9 Side Space

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

The Councils adopted SPG guidance is also a consideration.

### Draft Local Plan (2016)

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

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

### London Plan (2015)

London Plan Policy 7.4 Local Character

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

There is no planning history associated with the site.

## **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 single storey rear extensions will have a rear projection of 4.2m along the boundary with No.37. No.37 also benefits from his own rear extension to a depth of roughly 3-3.5m. The rear extension at No.37 will extend slightly deeper than that of the neighbours. Given the separation from the other neighbour by virtue of the grassed area of land the rear extension is considered acceptable.

The side extension is proposed to be built above the existing garage and up to the boundary. The general principle of the first floor extension is considered acceptable and a similar example exists close by at No.120 The Avenue, granted planning permission under ref:- 16/01155. No windows are proposed in the flank elevation at first floor level.

As set out in the Design & Access statement an open area of grassland is located on the north east of the property. This land is rented by the applicants as garden land under a licence with The Council, it cannot be built on because a drain runs through the site as well as a substation.

As stated above the two storey element of the proposal is to be built up to the boundary. The existence of this permanent separation is such that the proposal will not result in any unrelated terracing or any detrimental impact to the spatial standard evident in the area.

Given these mitigating set of circumstances, the proposal is not considered to result in a detrimental impact on the street scene or in a cramped appearance, nor result in any loss of visual amenity in line with the guidance set out in Policy H9.

In terms of proposed materials, the proposal will be consistent with the prevailing nature of development in the area, with all materials to match the existing property to a satisfactory degree.

Having had regard to the above, it was considered that the siting, size and design of the proposed first floor side extension and single storey rear extension is acceptable in that it would not result in a detrimental impact on neighbouring amenity or in a harmful impact on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00444 and any other applications on the site and in the Planning History section above, excluding exempt information.

as amended by documents received on 07.03.2017

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

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

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

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

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

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

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

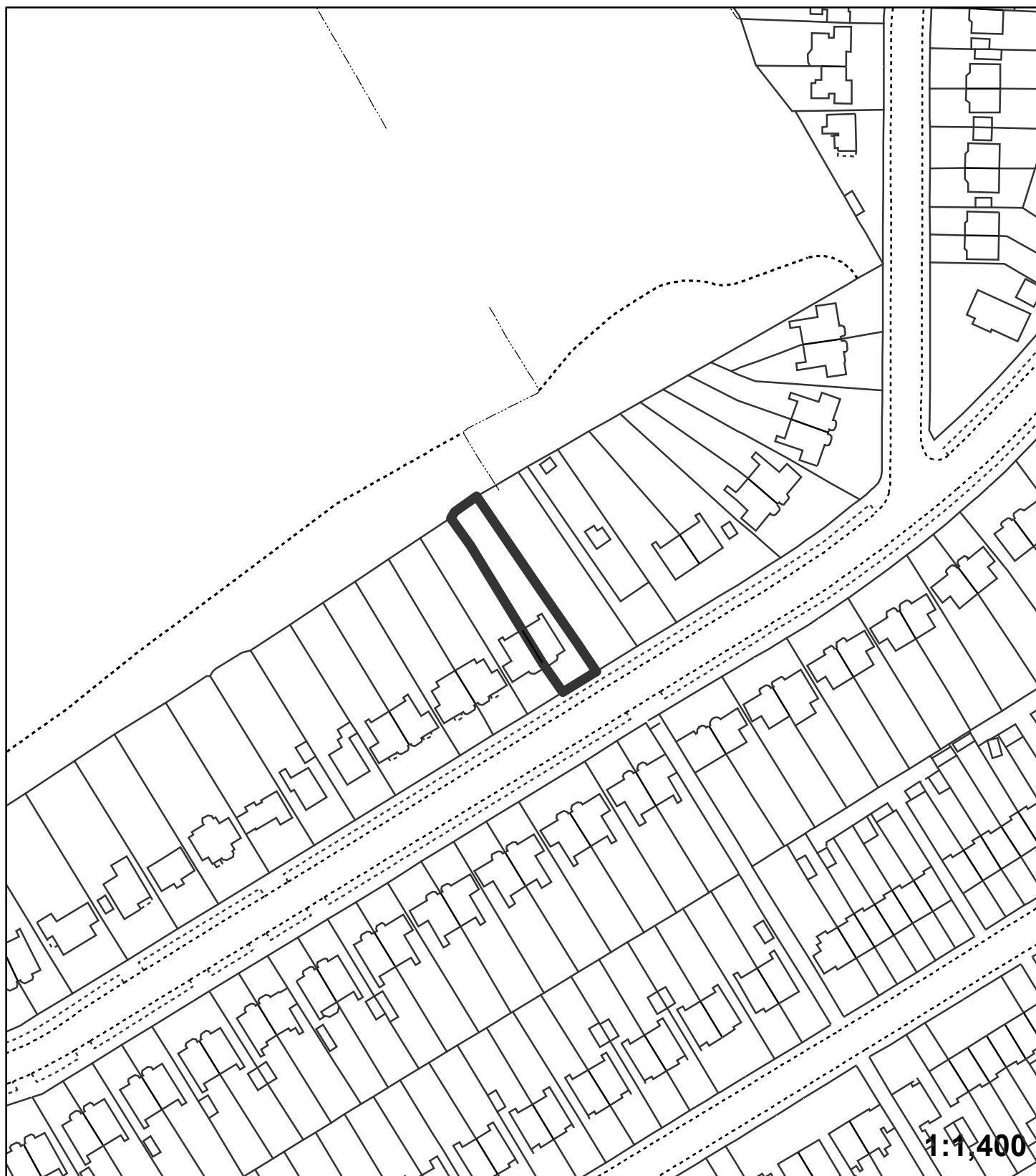
- 4 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country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

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

**Application:**17/00444/FULL6

**Address:** 39 The Avenue West Wickham BR4 0DX

**Proposal:** Part 1/2 side/rear/front extension, formation of front porch.



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

This page is left intentionally blank



## **Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS**

**Application No :** 16/05334/FULL1

**Ward:**  
Chelsfield And Pratts  
Bottom

**Address :** Rosewood Farm Warren Road  
Orpington BR6 6EP

**OS Grid Ref:** E: 548163 N: 164275

**Applicant :** Mr J Richie

**Objections :** YES

### **Description of Development:**

Demolition of storage/workshop buildings and erection of detached three bedroom bungalow with attached garage and associated parking on land to the north-east of Rosewood Farm

Key designations:

Conservation Area: Chelsfield  
Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding

### **Proposal**

It is proposed to subdivide part of the rear garden of this property, and erect a detached 3 bedroom bungalow with an attached garage and associated parking which would replace two storage buildings currently used by the occupiers of Rosewood Farm.

Vehicular access to the new dwelling would be from the access road to Lilly's Farm which lies immediately to the west of the site, and the dwelling would be set back 3.5m from the front boundary, although the proposed garage would lie within 1.5m. The dwelling would have an 8m deep rear garden, and a 13m wide side garden abutting the new rear boundary of Rosewood Farm.

### **Location**

The site is located on the northern side of Warren Road close to the junction with Chelsfield Lane, and lies within the Green Belt. It also falls within Chelsfield Conservation Area and an area of archaeological interest.

The site is bordered to the east by a residential property known as 2 Lillys Farm Cottage and by the rear gardens of dwellings in Orlestone Gardens, and to the

west by Lilly's Farm for which permission has recently been granted on appeal for a residential development.

### **Consultations**

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

- \* overdevelopment of the site
- \* increased traffic movements in the area
- \* workshops are better suited to the area than a dwelling
- \* the application relies on getting access to the site via the adjacent property
- \* increased parking problems in the village
- \* possible impact on rare and endangered species in adjacent fields
- \* overlooking of neighbouring properties
- \* increased noise and disturbance to adjoining neighbours.

This application was called into committee by a Ward Councillor.

### **Comments from Consultees**

Highways comment that the proposals include access over adjoining land at Lilly's Farm which currently appears to be in commercial use and undoubtedly generates a number of vehicular movements per day over its access road. This type of vehicular use would seem unlikely to sit well with the proposed residential use, which would include pedestrian movements, including moving refuse bins down to Warren Road and back again on collection days. (Notice has been served on the owner of Lilly's Farm).

The proposals may also involve vehicle reversing movements to and from the proposed dwelling due to the limited space available in front of the proposed garage and the proposed location of the access point. Visibility to and from the proposed access to Lilly's Farm access road could be limited by the proposed new fencing being immediately adjacent to the widened access road. It is not clear whether the widening is intended as additional carriageway or for the provision of a footway.

The access is not lit and this would be detrimental to conditions of safety for pedestrians.

A transport statement covering these issues and including vehicle swept path analysis of cars accessing and leaving the site in forward gear to and from the garage should be submitted as part of the proposals.

The Advisory Panel for Conservation Areas raises concerns about the design of the development which is considered to be neither a good, sympathetic vernacular design which would reflect the general character of the Conservation Area, nor a good modern contrast design.

Historic England comment that the proposals lie within an area of archaeological interest and that a pre-determination archaeological assessment should be submitted in order to reach an informed judgement of its impact on heritage assets of archaeological interest.

No drainage objections are seen to the proposals.

### **Planning Considerations**

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

G1 Green Belt

BE1 Design of New Development

BE3 Buildings in Rural Areas

BE16 Ancient Monuments and Archaeology

H7 Housing Density & Design

T3 Parking

T18 Road Safety

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

Draft Policy 3 - Backland and Gardenland Development

Draft Policy 4 - Housing Design

Draft Policy 30 - Parking

Draft Policy 32 - Road Safety

Draft Policy 37 - General Design of Development

Draft Policy 46 - Ancient Monuments and Archaeology

Draft Policy 49 - Green Belt

London Plan (2015) Policies:

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 5.16 Waste net self-sufficiency  
Policy 5.17 Waste capacity  
Policy 5.18 Construction, excavation and demolition waste  
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure  
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 7.14 Improving Air Quality  
Policy 7.16 Green Belt  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

Housing Supplementary Planning Guidance (2016)

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

### **Planning History**

A Certificate of Lawfulness for the use of the barn for storage and use of the yard for the parking of commercial vehicles was refused in 1995 (ref.95/01713) as it had not been proved that the use had subsisted continuously over a period of 10 years.

Permission was refused in 2001 and 2002 (ref.01/01685 and 02/01789) for the retention of the detached storage building, but was allowed on appeal in 2003 subject to conditions that it should be clad with dark stained timber boarding and the roof covered with Eternit slates, and should be used solely for purposes incidental to the enjoyment of the dwellinghouse at Rosewood Farm.

In 2002, a Certificate of Lawfulness was granted (ref.02/02081) for the use of the land at Rosewood Farm as residential curtilage.

### **Conclusions**

The main issues in this case are; whether the proposals would comprise appropriate development in the Green Belt and, if not, whether very special circumstances have been demonstrated to warrant the setting aside of the normal presumption against inappropriate development within the Green Belt; the impact on the open and rural nature of the Green Belt; the impact on Chelsfield Conservation Area; the impact on nearby residential properties; the impact on highway safety; and the impact on heritage assets of archaeological interest.

### Principle of development

The site is located within the Green Belt, wherein there is a presumption against inappropriate development which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The NPPF states 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations'.

The 5 purposes of the Green Belt are set out in Paragraph 80 of the NPPF as follows:

- (1) To check the unrestricted sprawl of large built-up areas
- (2) To prevent neighbouring towns merging into one another
- (3) To assist in safeguarding the countryside from encroachment
- (4) To preserve the setting and special character of historic towns
- (5) To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- \* buildings for agriculture and forestry;
- \* the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- \* the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- \* the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- \* limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- \* limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

London Plan Policy 7.16 strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development. This policy states in effect that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances, and that development will only be supported if it is appropriate and

helps secure the objectives of improving the Green Belt as set out in national guidance.

Policy G1 of the UDP states that permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Construction of new buildings or extensions to buildings on land within the Green Belt will be inappropriate, unless it is for the following purposes:

- (i) agriculture and forestry (unless permitted development rights have been withdrawn);
- (ii) essential facilities for outdoor sport and outdoor recreation and open air facilities and other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it;
- (iii) limited extension, alteration or replacement of existing dwellings;
- (iv) limited infilling or redevelopment in accordance with the guidance within the designated major developed sites at Biggin Hill Airport and Cheyne Centre, Woodland Way, West Wickham.

The applicant has put forward the following special circumstances in support of the proposals:

- \* the site should be considered to be previously developed land as was the adjoining site at Lilly's Farm when an appeal for residential development was granted in 2016 (ref.15/01024)
- \* judgements on other sites (eg. Bromley Common Liveries) regarding the definition of "previously developed land" have been challenged by the Council and have been upheld at the High Court
- \* the proposed building would have a smaller volume and footprint than the existing buildings which are to be demolished and would result in an increase in openness in the Green Belt
- \* the development would not result in encroachment into the countryside and would not be contrary to any of the 5 purposes of the Green Belt identified in the NPPF.

The application site clearly falls within the residential curtilage of Rosewood Farm (as was determined by the Lawful Development Certificate in 2002), although the site now appears to include what may have previously been part of the rear garden of No.2 Lilly Farm Cottage. The NPPF states that "previously developed land" is land which is or was occupied by a permanent structure, but excludes private residential gardens in built up areas. Therefore the proposed redevelopment of the site, which is part of the residential curtilage of Rosewood Farm, for an additional dwelling would comprise inappropriate development in the Green Belt, as the locality is clearly a "built up" area and the site comprises a private residential garden.

In granting permission on appeal for the redevelopment of Lilly's Farm to provide three dwellings, the Inspector considered that the site was previously developed land as it had been in commercial use. The land did not fall within a residential

curtilage, therefore, it cannot be compared with the current proposals for Rosewood Farm.

#### Impact on openness

The proposed single storey dwelling would have a similar footprint to the existing storage buildings that would be removed, but these buildings are of a rural nature with barn style timber cladding and slate roof tiles, whilst the proposed dwelling would have more of an urban appearance with plain clay roof tiles, part brickwork/part weatherboarding and gable end roof designs. However, the dwelling would not appear significantly bulkier than the existing buildings on the site, and would allow greater separation to the host dwelling.

The proposals are not therefore considered to have a significant impact on the open nature of the Green Belt, nor on the visual amenities of the area. However, this does not outweigh the harm caused by reason of inappropriateness.

#### Impact on Chelsfield Conservation Area

The appeal decision for a residential development on the adjacent Lilly's Farm makes it clear that this location within the Conservation Area has a lower heritage value than the historic core. Although the design of the new dwelling is fairly basic, the existing storage buildings are not of historic or architectural value, therefore the proposals are not considered to be harmful to the overall character and appearance of the Conservation Area.

#### Impact on adjoining properties

The proposed dwelling would be set back 8m from the rear boundaries of Nos.2 and 3 Orlestone Gardens, which would be 4m further away than the existing storage building within the eastern part of the site. It would be similar in height to the existing building, and no rooflights are proposed, thereby protecting privacy.

The dwelling would also be set approximately 33-37m away from the dwellings at Rosewood Farm and 2 Lillys Farm Cottage, and the proposals are not therefore considered to have a detrimental impact on the amenities of adjoining occupiers.

#### Impact on highway safety

The site has no direct access to the public highway, and the proposals would require vehicular and pedestrian access over land that is not in the applicant's ownership. The proposed access across land at Lilly's Farm is not included within the application site, and therefore the site is effectively landlocked, with no guarantee that access to the site would be able to be achieved.

Furthermore, the proposals do not adequately address potential issues with cars reversing out into Lilly's Farm car park, inadequate visibility splays, lighting of the access road and refuse collection.

#### Impact on heritage assets of archaeological interest.

The proposals lie within an area of archaeological interest, and insufficient information has been submitted to assess the impact on heritage assets of archaeological interest.

### Conclusions

The proposals therefore comprise inappropriate development within the Green Belt, and it has not been demonstrated in this case that there are very special circumstances to justify inappropriate development in the Green Belt.

The proposals do not demonstrate that the site can be adequately accessed nor that there would be adequate manoeuvring, visibility splays, lighting of the access road and refuse collection. Furthermore, no archaeological assessment has been submitted in order to assess the impact on heritage assets of archaeological interest.

### **RECOMMENDATION: APPLICATION BE REFUSED**

The reasons for refusal are:

- 1 The site is located within the Green Belt wherein there is a presumption against inappropriate residential development, and the Council sees no very special circumstances in this case which might justify the grant of planning permission as an exception to Policy G1 of the Unitary Development Plan and the requirements of the NPPF.**
- 2 The site has no direct access to the public highway, in the absence of which, the proposals comprise an unacceptable form of development, contrary to Policies BE1, H7 and T3 of the Unitary Development Plan.**
- 3 In the absence of adequate information regarding the manoeuvring of vehicles, visibility splays, lighting of the access road and refuse collection, the proposals would have a detrimental impact on the free flow of traffic and conditions of safety in the highway, thereby contrary to Policy T18 of the Unitary Development Plan.**
- 4 The site lies within an area of archaeological interest, and insufficient information has been submitted to assess the impact of the proposals on heritage assets of archaeological interest, thereby contrary to Policy BE16 of the Unitary Development Plan.**

You are further informed that:

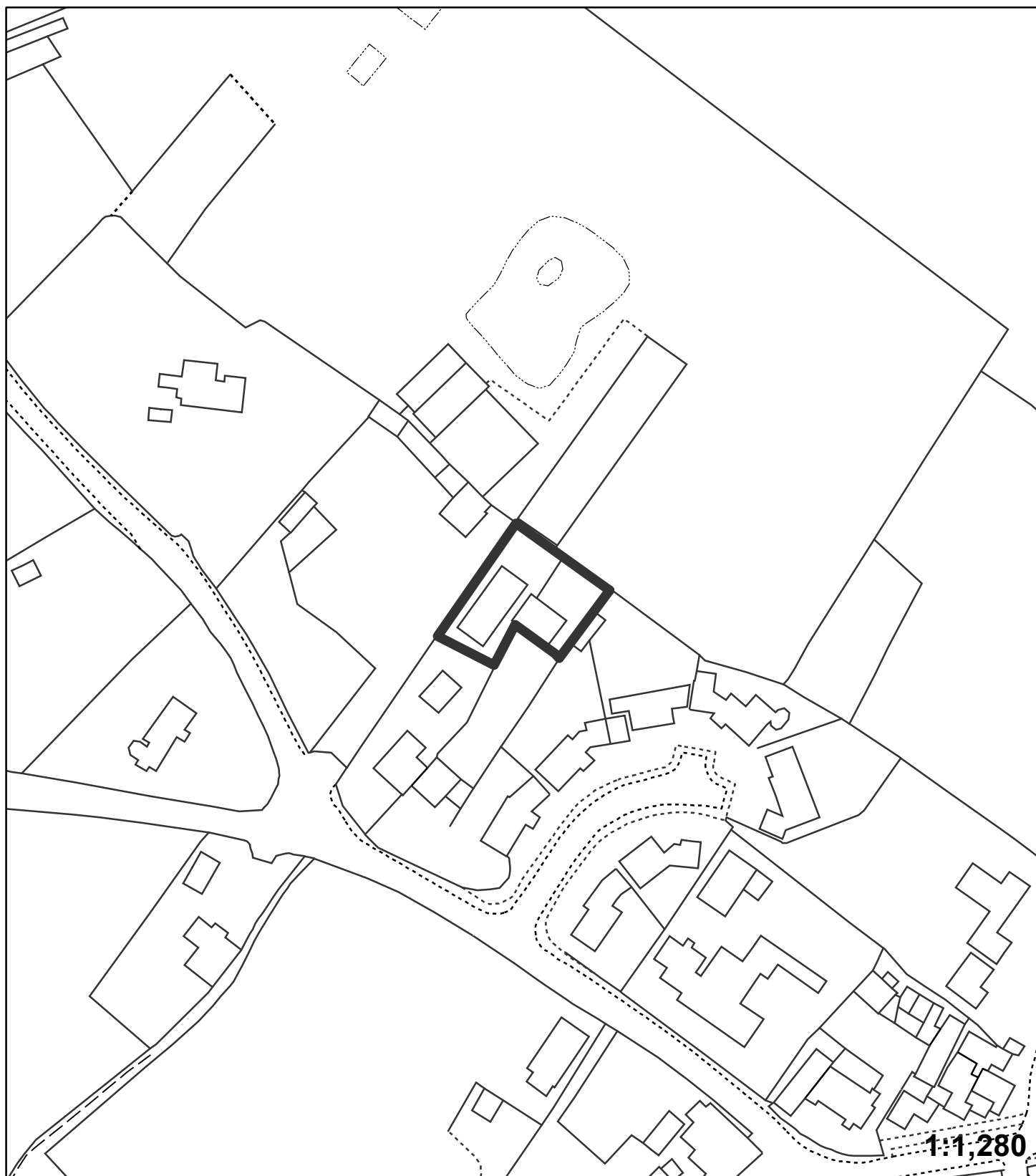
- 1 *[CIL Informative]***



**Application:**16/05334/FULL1

**Address:** Rosewood Farm Warren Road Orpington BR6 6EP

**Proposal:** Demolition of storage/workshop buildings and erection of detached three bedroom bungalow with attached garage and associated parking on land to the north-east of Rosewood Farm



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

This page is left intentionally blank

## **Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS**

**Application No :** 16/05756/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 47 Hayes Wood Avenue Hayes Bromley  
BR2 7BG

**OS Grid Ref:** E: 540634 N: 166155

**Applicant :** Kate Crossley

**Objections :** NO

### **Description of Development:**

Roof alterations to incorporate hip to gable extension, side and rear dormers and first floor rear extension

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 51

### **Proposal**

Permission is sought for roof alterations to incorporate hip to gable extension, side and rear dormers and a first floor rear extension.

The property features a front gable with a hipped roof element to the side. It is proposed to alter to hipped element to provide a side gable. The proposed gable would provide a continuation of the ridge height of the existing hipped element for a width of 3.2m. The roof alterations also includes a dormer in the front/side roofslope with a width of 2.9m and depth of 4.3m, and a rear dormer with a width of 5.41m and a depth of 4.5m.

The proposed first floor rear extension would have a depth of 1.851m and a width of 2.604m to square off the property at first floor level. It is noted that permission has been granted previously for this element under application ref: 16/05758/FULL6

### **Location**

The application site hosts a two storey semi-detached property located on the western side of Hayes Wood Avenue. 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:

### National Planning Policy Framework (NPPF) (2012):

The NPPF confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

### London Plan (2016):

7.4 Local Character  
7.6 Architecture

### Unitary Development Plan

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

### Draft Local Plan

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

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

## **Planning History**

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

- 90/00308/FUL - First floor rear extension - Permitted 11.04.1990
- 16/05758/FULL6 - First floor rear extension - Permitted 13.02.2017
- 16/05757/PLUD - Loft conversion to incorporate hip to gable extension, rear and side dormers and front rooflight - Refused 13.02.2017

The site is also currently the subject of a further application which is currently pending consideration;

- 17/00675/FULL6 - Roof alterations to incorporate front/side dormer.

## **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.

It is noted that there are examples of similar developments within the street such as at No.15, No.35 and No.67, however no recent applications have been received by The Council for these properties and no permission has been granted.

Furthermore, the application site was the subject of an application for a Lawful Development Certificate (ref:16/05757/PLUD) for a similar proposal, which was refused on the grounds that the proposal does not constitute permitted development under Class B (c) of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as it would result in part of the dwellinghouse extending beyond the plane of the roofslope that forms the principle elevation of the building and fronts a highway.

Accordingly the Council must consider this application on its own merits and in light of the current policies.

## Design

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

The application seeks permission for alterations to the roof of the property consisting of a hip to gable extension, and side and rear dormers. There is a general uniformity in the design of the semi-detached properties within the immediate streetscene, including front gables and a hipped roof element to the side.

The property forms one half of a pair of semi-detached houses; both of which currently benefit from front gables and a hipped roof element to the side. Para 4.4 of policy H8 states that "the enlargement of a roof structure from a hipped design to a gable end is unlikely to be acceptable except in relation to end of terrace dwellings".

The proposed hip to gable extension and side dormer would significantly alter the character of the host dwelling and would unbalance the pair of semi-detached

buildings. These additions would be considered to result in a bulky and obtrusive form of development which is considered out of character with the area.

The proposed rear dormer is large and would contribute to the bulk of the proposal, though it would be screened by the proposed hip to gable extension. However, given the size of the rear dormer, and the concerns raised regarding the hip to gable extension and side dormer, it is considered that the scale and bulk of the roof alterations would harm the appearance of the host dwelling and the character of the area.

The proposal also includes a first floor rear extension, though it should be noted that this has previously been granted permission under ref: 16/05758/FULL6 and no alterations are proposed to this element within this application. As such, the design and appearance of the rear extension is considered acceptable.

### Side Space

Policy H9 normally requires proposals of two or more storeys in height to provide a minimum 1 metre space from the side boundary of the site for the full height and length of the flank wall of the building. The proposed first floor rear extension would be adjacent to the boundary, however it would be sited to the rear of the property and not visible from the street. Given the above, and that it would not project beyond the rear of the neighbouring, the extension would not result in a cramped appearance or unrelated terracing and would therefore not be contrary to Policy H9.

### Residential Amenity

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

The first floor rear extension would not be visible from either of the adjoining neighbours given that it does not project beyond the existing rear walls of the host dwelling or the neighbouring property at No.45. Furthermore, the proposed rear dormer is not considered to result in any significant harm to the amenities of the neighbouring properties in terms of loss of light or outlook. Any additional overlooking resulting from the rear window of the first floor extension or the rear dormer would not be considered significantly above that which already exists from the existing first floor rear windows, and therefore any impact in terms of loss of privacy would not be significant.

The proposed hip to gable and front/side dormer elements would increase the bulk of the property, however not to the extent that would result in significant harm in terms of the loss of light or outlook to neighbouring properties. The flank wall of the gable would be blank, whilst the front/side dormer would only feature one window serving an en-suite. If permission were forthcoming it would be recommended for a condition to be added to ensure the flank window proposed would be obscure

glazed, and that no further windows can be added to the flank window in order to protect the privacy of the neighbouring properties.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is not acceptable in that it would not respect the character of the host dwelling, and would result in an unbalancing of the pair of semi-detached dwellings, harmful to the visual amenities of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref: 16/05756/FULL6 set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

- 1 The proposed roof alterations are unsympathetic to the scale and form of the host dwelling and detrimental to the visual appearance of this pair of semi-detached houses, resulting in an incongruous and unsatisfactory addition to the streetscene, contrary to Policies BE1 and H8 of the Unitary Development Plan.**

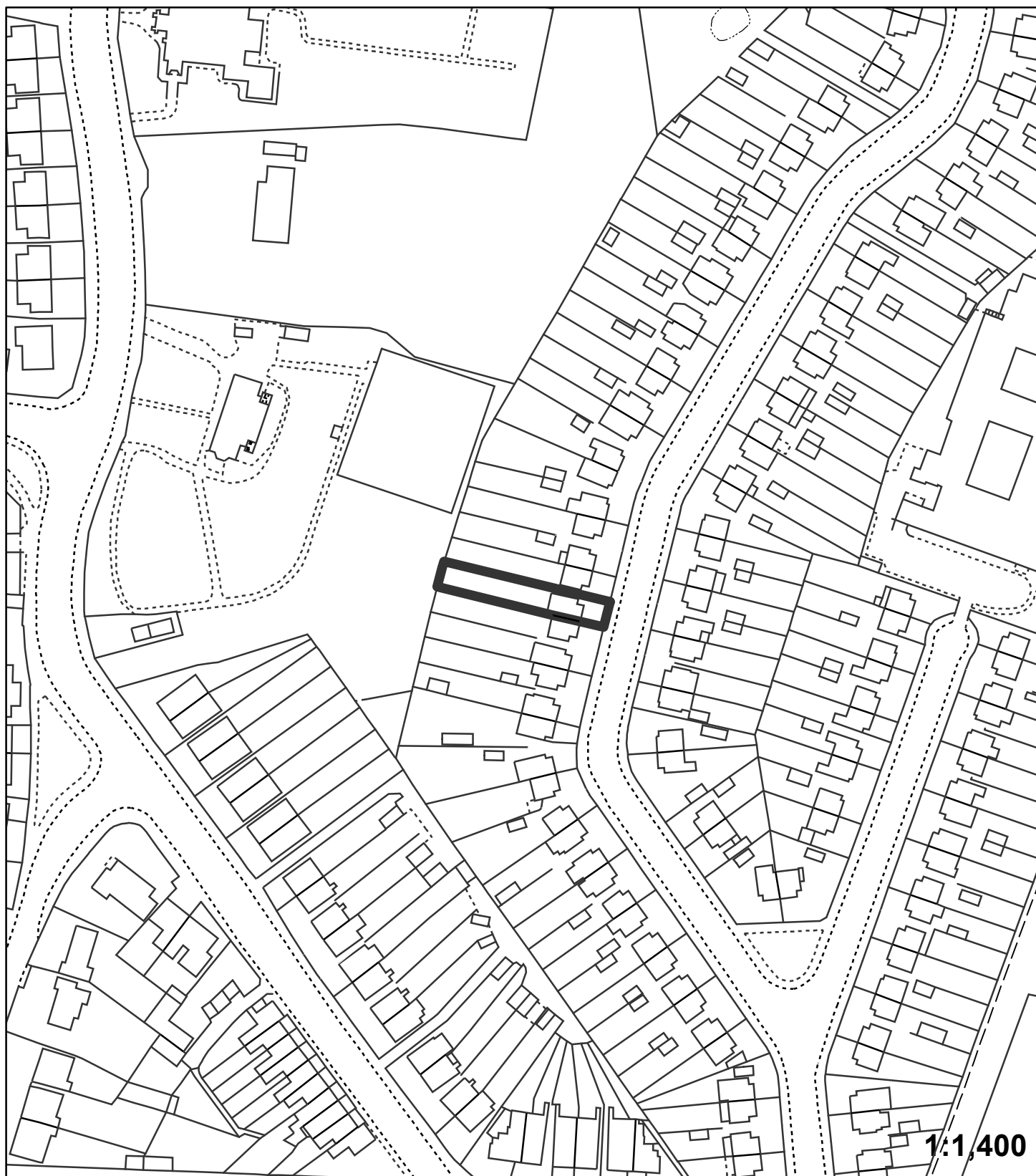
This page is left intentionally blank



**Application:** 16/05756/FULL6

**Address:** 47 Hayes Wood Avenue Hayes Bromley BR2 7BG

**Proposal:** Roof alterations to incorporate hip to gable extension, side and rear dormers and first floor rear extension



1:1,400

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

Page 125

© Crown copyright and database rights 2015. Ordnance Survey 100017661.

This page is left intentionally blank

## **Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS**

**Application No :** 17/00472/FULL1

**Ward:**  
Hayes And Coney Hall

**Address :** 14 Kechill Gardens Hayes Bromley BR2  
7NQ

**OS Grid Ref:** E: 540375 N: 166607

**Applicant :** Guy Pleasance

**Objections :** YES

### **Description of Development:**

Single storey rear extension.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 51

### **Proposal**

The application seeks planning permission for a proposed single storey rear extension. The proposed extension will have a width of 8.8m, a depth of 4.9m along the adjoining boundary line and 4m along the eastern flank elevation. The height of the proposal will be 2.45m to the eaves level and 3.75m to the pitched roof.

The application site is a two storey semi-detached property located on the south side of Kechill Gardens, Hayes.

### **Consultations**

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

- The large depth of the proposed extension would cause substantial loss of sunlight and daylight to the main living room of my property and would thus be detrimental to the enjoyment of my property.
- Due to the close proximity of the proposed extension to the boundary between the two properties, the extension would be approximately 0.5 from my window of my living room. The close proximity would create a feeling of enclosure and be detrimental to the enjoyment of the principle living area of my property.

- Due to the grading of the land the proposed extension is on higher land and thus would cause increased overshadowing of my garden/patio and be detrimental to the enjoyment of this space.
- The proposed extension would look too dominant and be out of scale in relation to the existing building.

## **Planning Considerations**

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

National Planning Policy Framework:

Chapter 7- Requiring Good Design

London Plan:

Policy 7.4 Local character

Policy 7.6 Architecture

Unitary Development Plan:

BE1 Design of New Development

H8 Residential Extensions

SPG1 General Design Guidance

SPG2 Residential Design Guidance

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

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

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

The following emerging plans are relevant to this application.

Draft Local Plan

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

Draft Policy 6 Residential Extensions

## Draft Policy 37 General Design of Development

### **Planning History**

00/02425/FULL1-Two storey side extension- Application Permitted- Date issued- 04.10.2000

04/01796/FULL6-Gable end and rear dormers incorporating rear balcony- Application Refused- Date issued-12.07.2004

15/02151/FULL6-Roof alterations to incorporate rear dormers with juliet balcony and single storey rear extension- Application Permitted- Date issued-02.09.2015

### **Conclusions**

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

### Design

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development is of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. Consistent with this, the National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of the area. In particular, Paragraph 60 of the NPPF states that it is proper to seek to promote or reinforce local distinctiveness. Whilst London Plan Policies 7.4 and 7.6 seek to enhance local context and character, as well as encouraging high quality design in assessing the overall acceptability of a proposal.

The proposed rear extension is not anticipated to have a detrimental impact on the character of the surrounding area. The rear extension would be sited to the rear of the host dwelling, well-screened from public vantage points, set into the gradient of the site. Furthermore, the materials for the external surfaces of the building would complement those of the host dwelling, compliant with the Policy Objectives of the UDP, London Plan and NPPF.

### Impact on Residential Amenity

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

It is noted from the Planning History on the site that permission was previously granted for a rear extension under permission: 15/02151/FULL6. The granted rear extension would project 3.8m along the adjoining line and 3m along the flank elevation. The proposal was not considered to cause any undue loss of amenity to

neighbouring properties due to the low wall height of the eaves level of 2.4m with a hipped roof.

In this instance, the application seeks to increase the depth of the rear extension along the adjoining boundary line to 4.9m. Objections have been raised from the occupiers of the adjoining neighbouring property, with regard to possible loss of sun/daylight, outlook and prospect due to the size and scale of the development.

It is considered that the increase in depth along the adjoining boundary represents a significant material difference from the previously permitted application, increasing the depth by approximately 1.1m. Furthermore, it was noted on the site visit that both properties benefit from a staggered rear wall due to the design and layout of the properties. The existing rear element which protrudes beyond the rear wall of both properties means that by constructing a development of this scale along the boundary line would create an overbearing sense of enclosure to the rear window serving the living room of the neighbouring property, leading to a significant loss of visual harm by reason of loss of outlook, prospect and sun/daylight.

In regards to No.16 it was noted on the site visit that the neighbouring property is set back from the common building line in this section of the road, meaning the rear wall of the neighbouring property protrudes beyond that of the host dwelling. Furthermore, there is considerable separation between the two dwellings. Taking this into account, the proposal is not anticipated to cause any undue loss of outlook or sun/daylight to No.16.

### Summary

Taking into account the above, Members may therefore consider that the development in the manner proposed is not acceptable the significant scale and depth of the proposal along the adjoining boundary line would result in a substantial loss of outlook, prospect and sun/daylight to the adjoining neighbouring property at No.12, contrary to Policy BE1 of the UDP.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00472 and any other applications on the site set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

**The proposed extension would, by reason of its excessive rearward projection, have a seriously detrimental effect on the outlook and prospect which the occupants of the adjoining dwelling might reasonably expect to be able to continue to enjoy, contrary to Policies BE1 and H8 of the Unitary Development Plan and Supplementary Planning Guidance No 1 General Design Principles and No 2 Residential Design Guidance.**

**Application:**17/00472/FULL1

**Address:** 14 Kechill Gardens Hayes Bromley BR2 7NQ

**Proposal:** Single storey rear extension.



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

This page is left intentionally blank



## **Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS**

**Application No :** 17/00675/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 47 Hayes Wood Avenue Hayes Bromley  
BR2 7BG

**OS Grid Ref:** E: 540634 N: 166155

**Applicant :** Kate Crossley

**Objections :** YES

### **Description of Development:**

Roof alterations to incorporate front/side dormer

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 51

### **Proposal**

Permission is sought for roof alterations to incorporate hip to gable extension, side and rear dormers.

The property features a front gable with a hipped roof element to the side. It is proposed to alter to hipped element to provide a side gable that would provide a continuation of the ridge height of the existing hipped element for a width of 3.2m. The roof alterations also include a dormer in the front/side roofslope with a width of 2.9m and depth of 4.3m, and a rear dormer with a width of 5.41m and a depth of 2.8m.

### **Location**

The application site hosts a two storey semi-detached property located on the western side of Hayes Wood Avenue. The site is not located within a Conservation Area, nor is it Listed.

### **Consultations**

Nearby owners/occupiers were notified of the application and the following representations were received;

- The proposed loft conversion is similar to that shown on application 16/05757 that was deemed unlawful.
- Projection results in an awkward looking hump on the side elevation.

- Resulting shape introduces a significant foreign element, visually detrimental to the elevations of the house and the street scene.

## **Planning Considerations**

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

### National Planning Policy Framework (NPPF) (2012):

The NPPF confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

### London Plan (2016):

7.4 Local Character  
7.6 Architecture

### Unitary Development Plan

BE1 Design of New Development  
H8 Residential Extensions

### Draft Local Plan

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

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

## **Planning History**

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

- 90/00308/FUL - First floor rear extension - Permitted 11.04.1990
- 16/05758/FULL6 - First floor rear extension - Permitted 13.02.2017
- 16/05757/PLUD - Loft conversion to incorporate hip to gable extension, rear and side dormers and front rooflight - Refused 13.02.2017

The site is also currently the subject of a further application which is currently pending consideration;

- 16/05767/FULL6 - Roof alterations to incorporate hip to gable extension, side and rear dormers and first floor rear extension.

## 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.

It is noted that there are examples of similar developments within the street such as at No.15, No.35 and No.67, however no recent applications have been received by The Council for these properties and no permission has been granted.

Furthermore, the application site was the subject of an application for a Lawful Development Certificate (ref:16/05757/PLUD) for a similar proposal, which was refused on the grounds that the proposal does not constitute permitted development under Class B (c) of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as it would result in part of the dwellinghouse extending beyond the plane of the roofslope that forms the principle elevation of the building and fronts a highway.

Accordingly the Council must consider this application on its own merits and in light of the current policies.

## Design

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

The application seeks permission for alterations to the roof of the property consisting of a hip to gable extension, and side and rear dormers. There is a general uniformity in the design of the semi-detached properties within the immediate streetscene, including front gables and a hipped roof element to the side.

The property forms one half of a pair of semi-detached houses; both of which currently benefit from front gables and a hipped roof element to the side. Para 4.4 of policy H8 states that "the enlargement of a roof structure from a hipped design to a gable end is unlikely to be acceptable except in relation to end of terrace dwellings". The proposed hip to gable extension and side dormer would significantly alter the character of the host dwelling and would unbalance the pair of semi-detached buildings.

It is noted that the pitch of the roof to the gable extension would be much steeper when viewed from the front in comparison to that which is proposed under

application ref: 16/05767. This application would increase the steepness of the existing front roofslope by bringing the ridge height of this element 1.2m further towards the front of the property, which would result in further additional bulk to the front of the property.

The proposed rear dormer would contribute to the bulk of the proposal, though it would be screened by the proposed hip to gable extension. The rear dormer proposed in this application is reduced in its depth from that of the other current application (ref: 16/05767). No concerns are raised in respect of the dormer itself, however it would contribute to the additional bulk to the host dwelling.

Given the scale, bulk and design of the roof alterations it is therefore considered that the proposal would harm the appearance of the host dwelling. It would result in an obtrusive form of development, out of character with the area and streetscene in general.

### Residential Amenity

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

The proposed roof alterations would add significant bulk to the property, however are not considered to result in any significant harm in terms of the loss of light or outlook to neighbouring properties. The flank wall of the gable would be blank, whilst the front/side dormer would only feature one window serving an en-suite. If permission were forthcoming it would be recommended for a condition to be added to ensure the flank window proposed would be obscure glazed, and that no further windows can be added to the flank window in order to protect the privacy of the neighbouring properties.

Any additional overlooking resulting from the rear dormer would not be considered significantly above that which already exists from the existing first floor rear windows, and therefore any impact in terms of loss of privacy would not be significant.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is not acceptable in that it would not respect the character of the host dwelling, and would result in an unbalancing of the pair of semi-detached dwellings, harmful to the visual amenities of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref: 16/05756/FULL6 set out in the Planning History section above, excluding exempt information.

**RECOMMENDATION: APPLICATION BE REFUSED**

The reasons for refusal are:

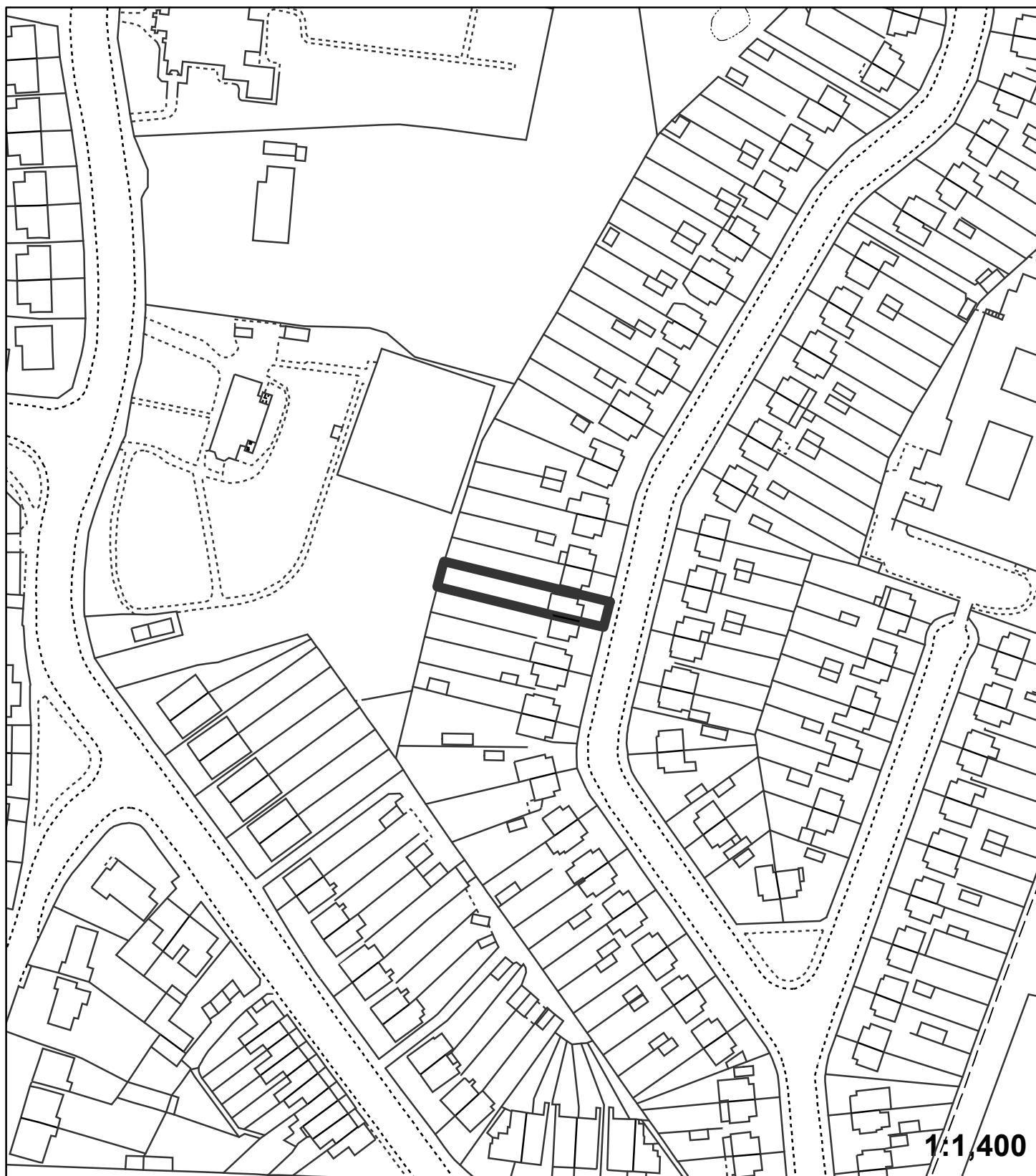
- 1 The proposed roof alterations are unsympathetic to the scale and form of the host dwelling and detrimental to the visual appearance of this pair of semi-detached houses, resulting in an incongruous and unsatisfactory addition to the streetscene, contrary to Policies BE1 and H8 of the Unitary Development Plan.**

This page is left intentionally blank

**Application:** 17/00675/FULL6

**Address:** 47 Hayes Wood Avenue Hayes Bromley BR2 7BG

**Proposal:** Roof alterations to incorporate front/side dormer



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

This page is left intentionally blank