



THE LONDON BOROUGH  
www.bromley.gov.uk

BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

TELEPHONE: 020 8464 3333 CONTACT: Lisa Thornley  
*lisa.thornley@bromley.gov.uk*

DIRECT LINE: 020 8461 7566  
FAX: 020 8290 0608 DATE: 16 May 2017

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

Councillor Richard Scoates (Chairman)  
Councillor Simon Fawthrop (Vice-Chairman)  
Councillors Lydia Buttinger, Nicky Dykes, Kate Lymer, Neil Reddin FCCA,  
Melanie Stevens, Michael Turner and Richard Williams

A meeting of the Plans Sub-Committee No. 4 will be held at Bromley Civic Centre on  
**THURSDAY 25 MAY 2017 AT 7.00 PM**

MARK BOWEN  
Director of Corporate Services

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

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

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

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

-----  
**If you have any enquiries or need further information on the content 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 30 MARCH 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	Orpington	9 - 14	(17/01505/ADV) - Freestanding Advertisement Outside 281 High Street, Orpington
4.2	Bromley Town	15 - 20	(17/01506/ADV) - Outside 37-41 High Street, Bromley BR1 1LE
4.3	Orpington	21 - 26	(17/01510/ADV) - Freestanding Advertisement Outside 217 High Street, Orpington
4.4	Bromley Town	27 - 32	(17/01511/ADV) - Outside 64 High Street, Bromley BR1 1EN
4.5	Bromley Town	33 - 38	(17/01513/ADV) - Outside 70 High Street, Bromley BR1 1EG
4.6	Bromley Town	39 - 44	(17/01514/ADV) - Outside 81 High Street, Bromley
4.7	Bromley Town	45 - 50	(17/01515/ADV) - Outside 19 High Street, Bromley
4.8	Bromley Town	51 - 56	(17/01516/ADV) - Outside 44 High Street, Bromley
4.9	Bromley Town	57 - 62	(17/01518/ADV) - Outside 34 High Street, Bromley

## SECTION 2

(Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.10	Bromley Town	63 - 100	(16/05119/MATAMD) - Multistorey Car Park, Simpsons Road, Shortlands, Bromley
4.11	Petts Wood and Knoll	101 - 106	(17/01038/FULL6) - 9A Irene Road, Orpington, BR6 0HA
4.12	West Wickham	107 - 114	(17/01557/FULL6) - 50 Wood Lodge Lane, West Wickham BR4 9NA

## SECTION 3

(Applications recommended for permission, approval or consent)

Report No.	Ward	Page No.	Application Number and Address
4.13	Farnborough and Crofton	115 - 122	(17/00048/FULL1) - 368 Crofton Road, Orpington BR6 8NN
4.14	Shortlands Conservation Area	123 - 138	(17/00652/FULL1) - 93 Shortlands Road, Shortlands, Bromley BR2 0JL
4.15	Petts Wood and Knoll	139 - 146	(17/00918/FULL6) - 13 Oakhill Road, Orpington BR6 0AE
4.16	Clock House	147 - 164	(17/01072/FULL1) - The Elms, Westbury Road, Beckenham BR3 4DD
4.17	Bickley Conservation Area	165 - 172	(17/01196/RECON) - 3 Sundridge Avenue, Bromley BR1 2PU
4.18	Chelsfield and Pratts Bottom	173 - 180	(17/01213/FULL6) - 10 Gleeson Drive, Orpington BR6 9LJ
4.19	Cray Valley East Conservation Area	181 - 188	(17/01264/FULL6) - 13 Riverside Close, Orpington, BR5 3HJ

4.20	Hayes and Coney Hall	189 - 196	(17/01327/FULL6) - 89A Hayes Lane, Bromley, BR2 9EF
4.21	Kelsey and Eden Park	197 - 202	(17/01366/FULL6)- 22 Birchwood Avenue, Beckenham BR3 3PZ
4.22	Bickley	203 - 218	(17/01502/FULL1) - Applegarth, Chislehurst Road, Chislehurst BR7 5LE

#### **SECTION 4**

(Applications recommended for refusal or disapproval of details)

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

#### **5 CONTRAVENTIONS AND OTHER ISSUES**

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

#### **6 TREE PRESERVATION ORDERS**

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

## PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 30 March 2017

### Present:

Councillor Richard Scoates (Chairman)

Councillors Kathy Bance MBE, Lydia Buttinger, Simon Fawthrop, Kate Lymer, Russell Mellor, Melanie Stevens and Michael Turner

### Also Present:

Councillors Neil Reddin FCCA

## 22 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Peter Dean.

An apology for lateness was received from Councillor Russell Mellor.

## 23 DECLARATIONS OF INTEREST

No declarations of interest were received.

## 24 CONFIRMATION OF MINUTES OF MEETING HELD ON 2 FEBRUARY 2017

**RESOLVED** that the Minutes of the meeting held on 2 February 2017 be confirmed and signed as a correct record.

## 25 PLANNING APPLICATIONS

### SECTION 1

(Applications submitted by the London Borough of Bromley)

### 25.1 BROMLEY TOWN

**(16/05346/FULL1) - Car Park, South Street, Bromley**

Description of application – Erection of a new substation.

Members having considered the report and objections, **RESOLVED that the application be DEFERRED** without prejudice to any future consideration, to seek re-location of the substation (preferably inside the building).

**SECTION 2**

(Applications meriting special consideration)

**25.2  
HAYES AND CONEY HALL**

**(17/00382/FULL1) - 55 Kechill Gardens, Bromley  
BR2 7NB**

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

Oral representations from Ward Member, Councillor Neil Reddin, in objection to the application were received at the meeting.

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

1 The proposal, by reason of the subdivision of the plot would result in an overdevelopment of the site, out of character with the area contrary to Policies BE1 and H7 of the Unitary Development Plan (2006), chapter 7 of the London Plan (2016) and the aims and objectives of the NPPF (2012).

**25.3  
CHISLEHURST  
CONSERVATION AREA**

**(17/00555/FULL1) - 18 Greatwood, Chislehurst  
BR7 5HU**

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

**SECTION 3**

(Applications recommended for permission, approval or consent)

**25.4  
COPERS COPE  
CONSERVATION AREA**

**(16/05699/FULL1) - Methodist Church, Bromley  
Road, Beckenham BR3 5JE**

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

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

6 The part one/two storey front/side extension hereby permitted shall only be used for purposes incidental to the lawful use of the Methodist Church, Bromley Road, Beckenham and for no other purpose.

Reason: In order to comply with Policies BE1 of the Unitary Development Plan (2006) and in the interests of the residential amenities of the area.

**25.5  
BICKLEY**

**(16/05857/FULL1) - 17 Park Farm Road,  
Bromley BR1 2PE**

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

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

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

- 1 The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan (2006).
- 2 The development is considered to cause an unacceptable impact upon the neighbouring residential amenity in terms of outlook, prospect and loss of light by virtue of the extent of the rear projection and increased height of the dwelling contrary to Policy BE1 of the Unitary Development Plan (2006).

**25.6  
BICKLEY**

**(16/05859/FULL1) - 45 Southlands Grove,  
Bromley BR1 2DA**

Description of application – Sub-division of four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling and elevational alterations.

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

Further objections to the application received from Mr Simon Downing, Director of Holmedene Court Management Ltd, were circulated to Members.

The Development Control Manager advised that an enforcement action investigation in regard to parking was currently taking place but would have no impact on the outcome of this application. If Members were minded to grant permission, parking issues could be controlled by the addition of a parking condition.

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

1 The proposal, by reason of the subdivision of the plot would be out of character with the area and result in an overintensive use of the site contrary to Policies BE1 and H7 of the Unitary Development Plan (2006), chapter 7 of the London Plan (2016) and the aims and objectives of the NPPF (2012).

2 The proposed development would be lacking in on-site car parking provision to accord with the Council's standards and is therefore contrary to Policy T3 of the Unitary Development Plan (2006).

**25.7  
WEST WICKHAM**

**(17/00088/FULL6) - 90 Hayes Chase, West Wickham BR4 0JA**

Description of application – Part one/two storey front/side and part one/two storey rear extensions and elevational alterations.

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

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

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 Classes A and B 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 amenities of nearby residential properties and to prevent an overdevelopment of the site and to accord with Policies BE1 and H8 of the Unitary Development Plan (2006).

**25.8  
PETTS WOOD AND KNOLL**

**(17/00103/FULL6) - 5 Maybury Close, Petts Wood, Orpington BR5 1BL**

Description amended to read: – ‘Conversion of integral garage to habitable space including elevational alterations.’

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



**25.9  
BICKLEY**

**(17/00208/FULL1) - 16 Orchard Road,  
Bromley BR1 2PS**

Description of application – Sub-division of property into two 4 bedroom houses, single storey rear extensions, two storey front extension, elevational alterations and associated hardstandings and landscaping.

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

Committee Member and Ward Member, Councillor Lymer, reported that Orchard Road had a variety of Arts and Crafts style houses and it was important to preserve and protect the established character of the area. A full copy of Councillor Lymer's representations is attached as an Annex to these Minutes.

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

1 The proposed development, due to the poor design of the two storey front extension including its height and scale, would result in an incongruous addition to the principal elevation and together with the proposed alterations to the front elevation of the property and the removal of the original chimney would be detrimental to the character and appearance of the host Arts and Crafts building, harmful to the character of the area and street scene generally contrary to Policies BE1 and H8 of the Unitary Development Plan (2006).

**25.10  
KELSEY AND EDEN PARK**

**(17/00277/FULL6) - 5 Forest Ridge,  
Beckenham BR3 3NH**

Description of application – First floor side extension, roof alterations to incorporate rooflights to rear, elevational alterations.

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

1 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of a two-storey development in the absence of which the extension would constitute a cramped form of development, out of character with the street scene,

conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan (2006).

**25.11  
CHISLEHURST**

**(17/00477/FULL1) - Hillcroft, Southill Road,  
Chislehurst BR7 5EE**

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

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.

The meeting ended at 7.45 pm

Chairman

## **ITEM 4.9 – 16 ORCHARD ROAD, BROMLEY**

### **REPRESENTATIONS IN OBJECTION TO THE APPLICATION RECEIVED FROM COMMITTEE MEMBER AND WARD MEMBER, COUNCILLOR KATE LYMER**

I find this whole report incredibly disappointing. Our planning department are supposed to be bastions of preserving our borough's architectural history and culture however, in recommending this application for permission they have completely failed in their duty.

Whilst acknowledging that this application is preferable to the previously refused block of flats and whilst the concept of splitting the house into two is acceptable, the plans submitted are not.

Orchard Road has a variety of Arts and Crafts style houses and the retention of this Arts and Crafts property is important to protect and preserve the established character of the area.

Architecturally the applicant has missed the point of Arts and Crafts design.

In attempting to impose elements of symmetry with the front centre extension to their design, they are actually creating a monster. Arts and Crafts houses should never be symmetrical. Their asymmetric design is one of the key principles of the design movement.

The planning report concurs that the addition of a further front gable and the first floor and second front extensions above the new entrance would add bulk but the planner considers that the design would be acceptable. The duplication of this front centre entrance and extension is not only unacceptable because of its symmetry but also because of its bulk. Two stone entrance porticos with columns and a pitched timbered gable positioned immediately side by side, would appear over dominant and visually imbalanced to the host building and again, this would be alien to the arts and craft style.

This front centre extension and entrance is reason enough for refusal but I must go on.

It is quite clear from the configuration at first and second floor levels that it is intended to install an extension of the staircase through the attic storeroom to form fifth bedrooms.

Furthermore the cavity brickwork will not match the solid brickwork unless Flemish bonding is used and bricks are carefully matched. Materials matter in the Arts and Crafts style and using traditional bonding and sympathetic brick work is essential. It is also highly unlikely that the window and door shaped brick arch and apron detailing will be faithfully replicated. It would be impractical with modern techniques and materials to do this and even if this was achieved, the existence of a duplicated door is inconsistent with the Arts and Crafts style.

Lastly, looking at both the internal and external plans, there is no apparent need to lose the two attractive chimney stacks, so to remove them would be historical architectural vandalism.

It is perfectly possible to convert this house into two without the 3 storey extension and duplicated entrance in the front which, disturbingly, ignores or misinterprets the principles of Arts and Crafts design.

It is fundamentally important to fight for the protection of our Arts and Crafts housing stock and therefore I propose refusal.

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

**Application No :** 17/01505/ADV

**Ward:**  
Orpington

**Address :** Freestanding Advertisement Outside  
281 High Street, Orpington

**OS Grid Ref:** E: 546152 N: 166023

**Applicant :** Mrs Amanda Cole

**Objections :** YES

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 29

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 281 High Street Orpington with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications in Orpington and Bromley High Street locations.

## **Consultations**

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

Highways comments note that illuminated signs visible from the highway must comply with the latest issue of the Institute of Lighting Engineers Technical Report No 5 Brightness of illuminated advertisements. The sign does not appear to interfere with any visibility splays, and no objection is raised.

No concerns are raised from an Environmental Health (pollution) point of view.

## **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

## **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01505 and any other applications on the site set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

- 7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 8 The luminance of the panel will be set to auto adjust to ambient levels, including to maximum 400 candelas per square metre at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**You are further informed that :**

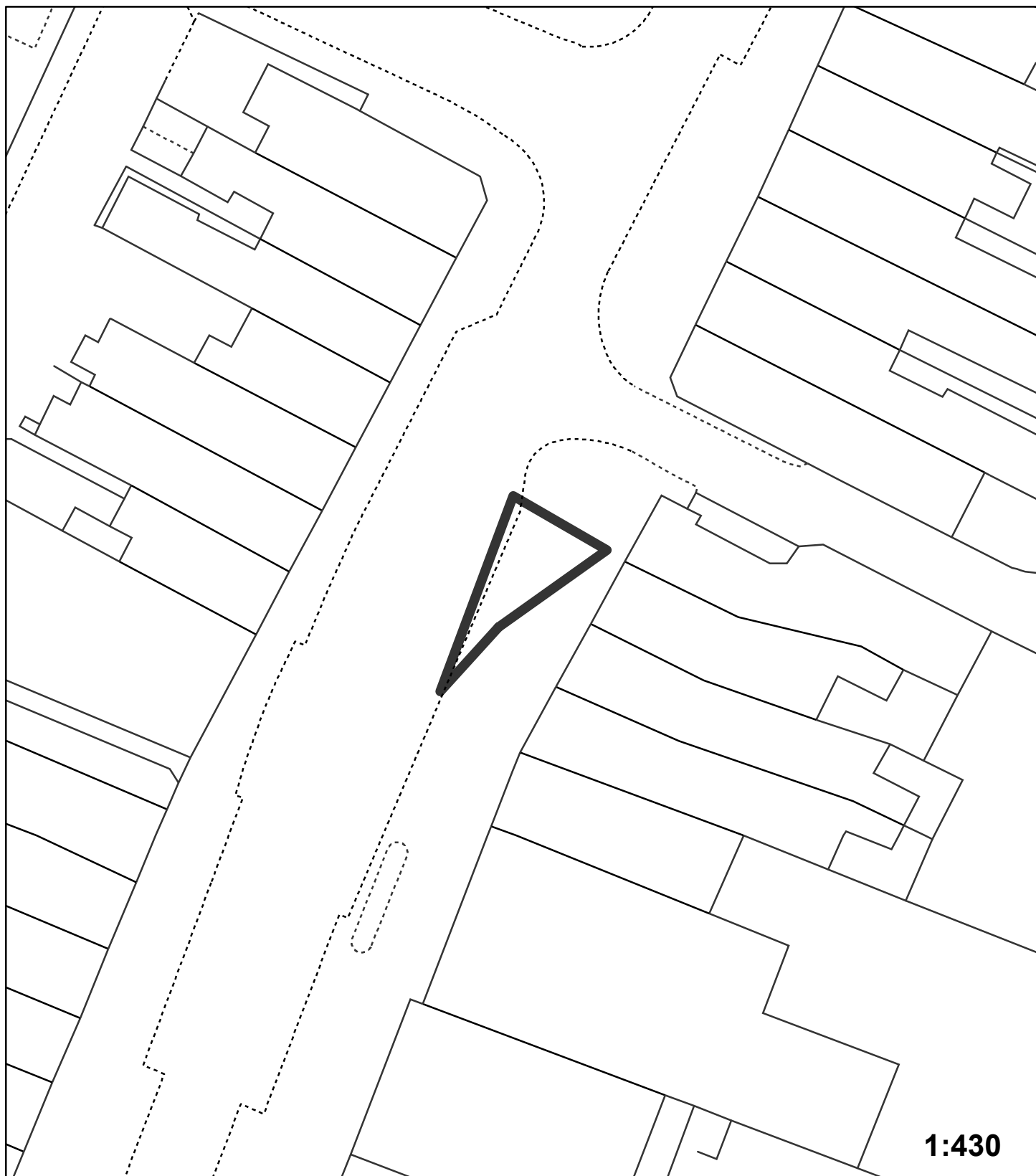
- 1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department).**



**Application:**17/01505/ADV

**Address:** Freestanding Advertisement Outside 281 High Street  
Orpington

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit.



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

**Application No :** 17/01506/ADV

**Ward:**  
**Bromley Town**

**Address :** Adshel 0106 6146 Outside 37-41 High Street, Bromley BR1 1LE

**OS Grid Ref:** E: 540374 N: 168839

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit

Key designations:

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

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 37-41 High Street Bromley with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

### **Consultations**

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

Highways comments note that it appears from the plans that the proposed sign is to be located where the existing one is currently. There are no objections to this proposal from the highway point of view.

No concerns are raised from an Environmental Health (pollution) point of view.

### **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

### **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01506 and any other applications on the site set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

**6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

**7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**9 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.**

**You are further informed that :**

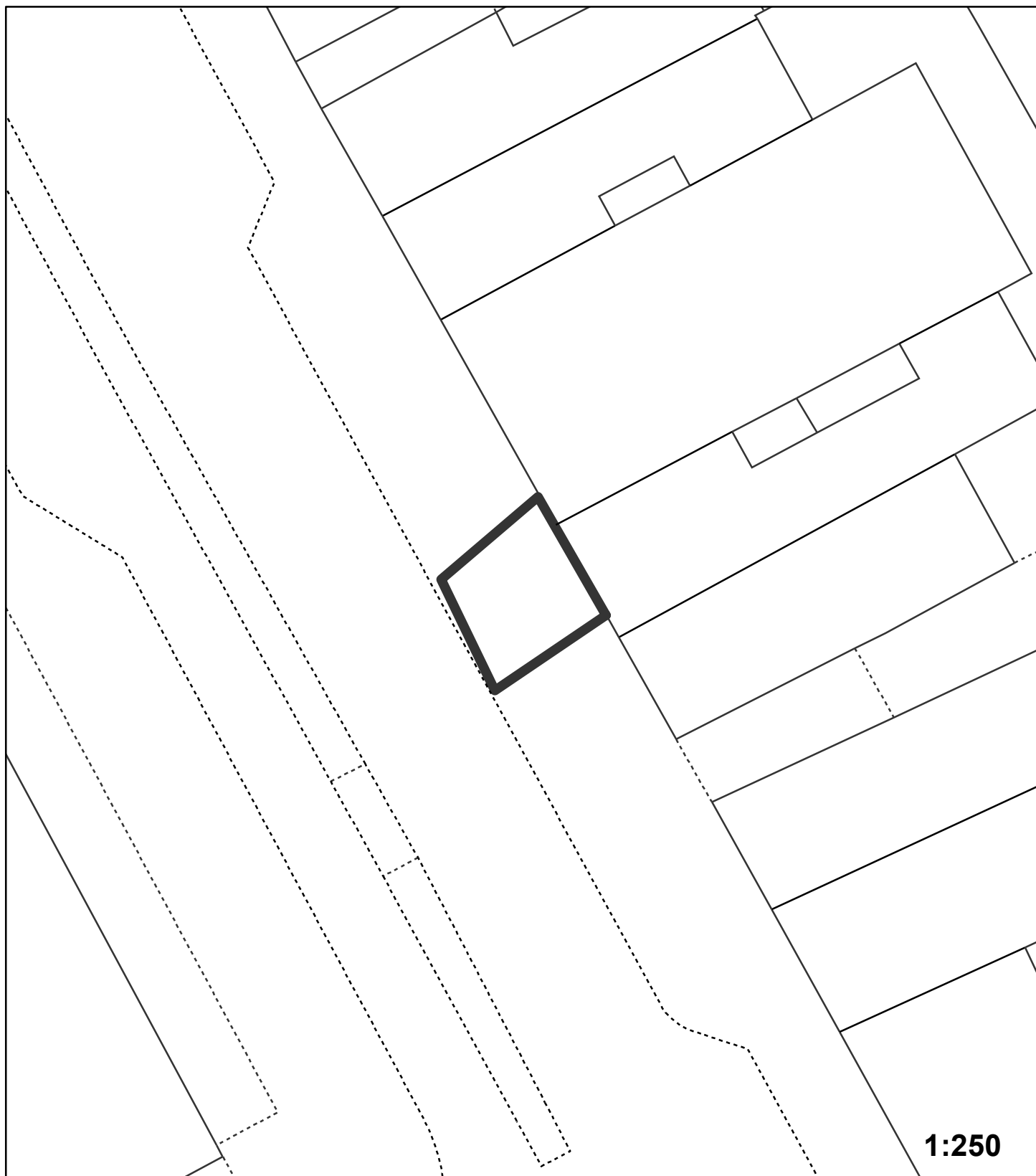
**1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**

**2 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the reinstatement of the paving in the High Street where the existing sign is to be removed and where the new sign is to be sited - [streetworks.enquiries@bromley.gov.uk](mailto:streetworks.enquiries@bromley.gov.uk) 0208 313 4621**

**Application:**17/01506/ADV

**Address:** Adshel 0106 6146 Outside 37-41 High Street Bromley BR1 1LE

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit



1:250

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

**Application No :** 17/01510/ADV

**Ward:**  
Orpington

**Address :** Freestanding Advertisement Outside  
217 High Street, Orpington

**OS Grid Ref:** E: 546228 N: 166214

**Applicant :** Mrs Amanda Cole

**Objections :** NO

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit.

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Primary Shopping Frontage  
Smoke Control SCA 29

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 217 High Street Orpington with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications in Orpington and Bromley High Street locations.

## **Consultations**

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

Highways comments note that illuminated signs visible from the highway must comply with the latest issue of the Institute of Lighting Engineers Technical Report No 5 Brightness of illuminated advertisements. The sign does not appear to interfere with any visibility splays, and no objection is raised.

No concerns are raised from an Environmental Health (pollution) point of view.

## **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

## **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01510 and any other applications on the site set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

**6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

**Regulation 14(5), Town and Country Planning (Control of Advertisements) Regulations 2007.**

**7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**8 The luminance of the panel will be set to auto adjust to ambient levels, including to maximum 400 candelas per square metre at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

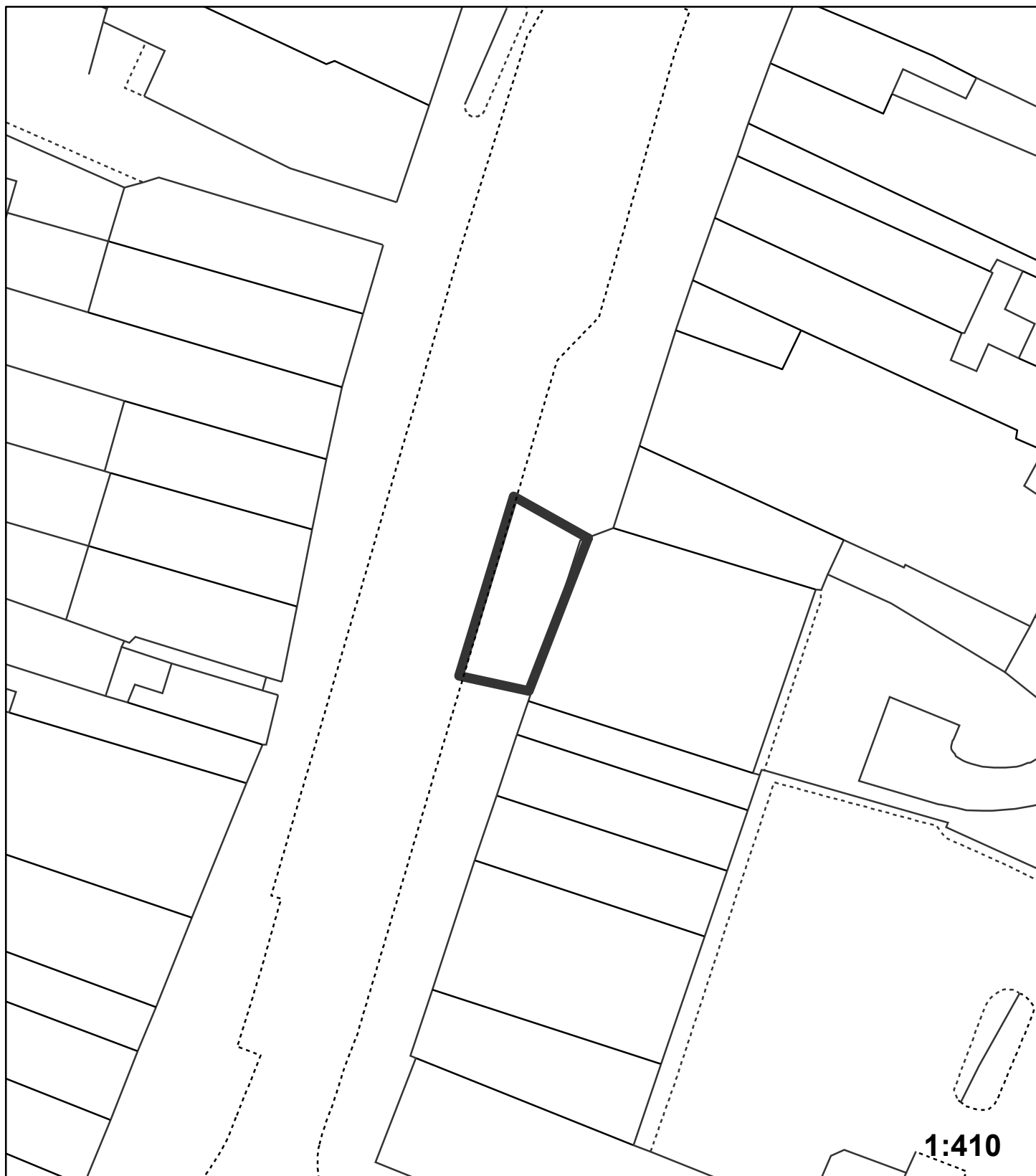
**You are further informed that :**

**1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**

**Application:**17/01510/ADV

**Address:** Freestanding Advertisement Outside 217 High Street  
Orpington

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit.



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

**Application No :** 17/01511/ADV

**Ward:**  
**Bromley Town**

**Address :** Adshel 0106 6145 Outside 64 High Street, Bromley BR1 1EN

**OS Grid Ref:** E: 540305 N: 168921

**Applicant :** Mrs Amanda Cole

**Objections :** NO

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
London City Airport Safeguarding  
Smoke Control SCA 5

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 64 High Street Bromley with a freestanding internally illuminated digital display unit. It will be slightly relocated which in turn will result in the re-siting of a nearby bench. The application confirms that the existing sign will be removed from site.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

## **Consultations**

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

Highways comments note that there would be some reinstatement of paving required where the existing sign and bench are to be removed and where the new sign and bench are to be sited however no objections are raised subject to informatives requiring reinstatement of the footway.

The Town Centre Team raised no objection to the re-siting of the bench although would not wish to lose the provision of the bench completely. Prior to re-siting they suggested the taxi rank be consulted.

No concerns are raised from an Environmental Health (pollution) point of view.

## **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

## **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently



separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

In this case a bench will be relocated. Informatives are suggested in respect of the reinstatement of the paving and discussion with the existing taxi rank prior to final siting.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01511 and any other applications on the site set out in the Planning History section above, excluding exempt information.

#### **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

- 7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

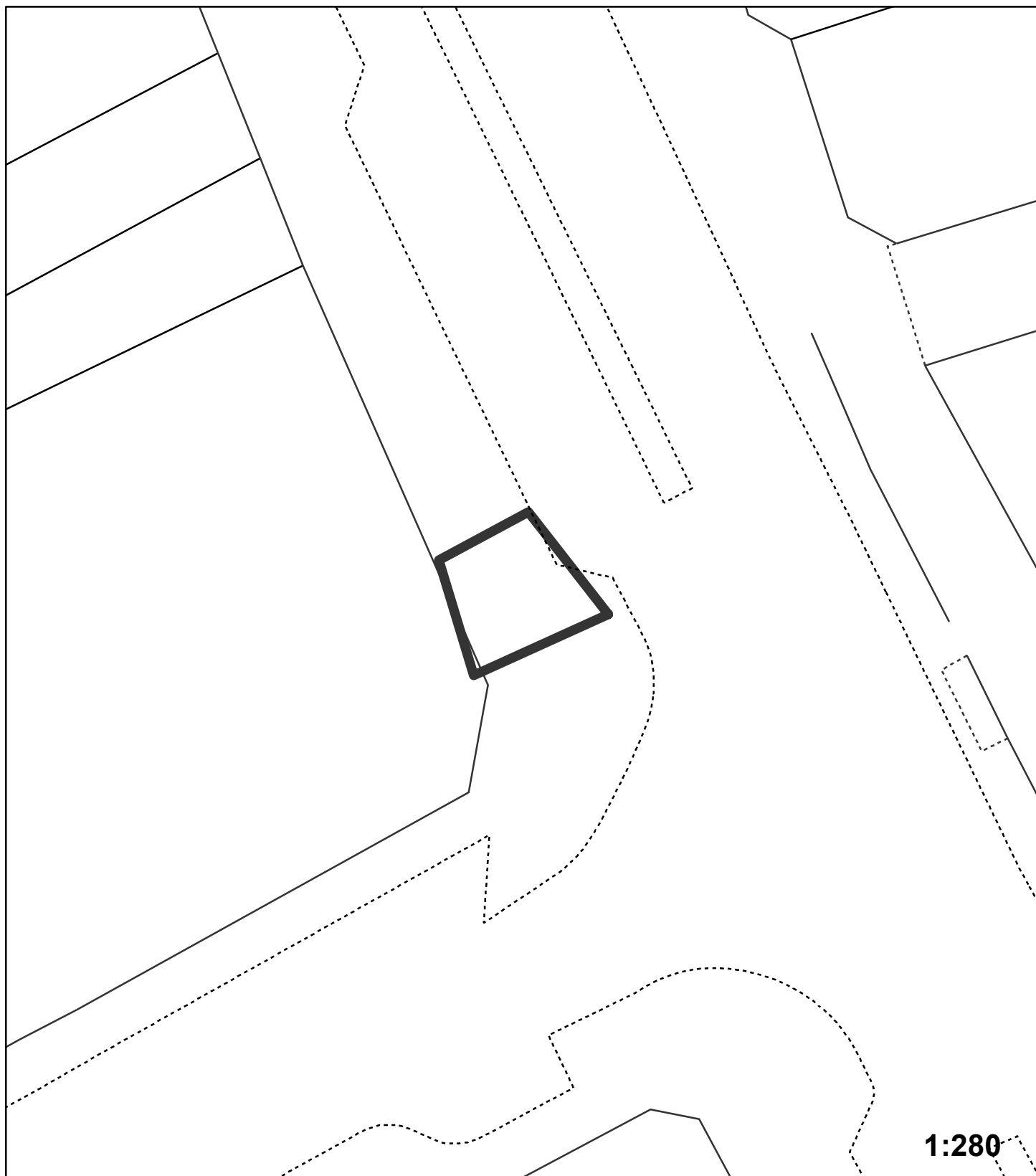
**You are further informed that :**

- 1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**
- 2 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the reinstatement of the paving in the High Street where the existing sign and bench are to be removed and where the new sign and bench are to be sited - [streetworks.enquiries@bromley.gov.uk](mailto:streetworks.enquiries@bromley.gov.uk) 0208 313 4621**

**Application:**17/01511/ADV

**Address:** Adshel 0106 6145 Outside 64 High Street Bromley BR1 1EN

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit



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

**Application No :** 17/01513/ADV

**Ward:**  
**Bromley Town**

**Address :** Adshel 0106 6144 Outside 70 High  
Street Bromley BR1 1EG

**OS Grid Ref:** E: 540293 N: 168949

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
London City Airport Safeguarding  
Smoke Control SCA 5

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 70 High Street Bromley with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

### **Consultations**

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

Highways comments note that there would be some reinstatement of paving required however no objections are raised subject to informatives requiring reinstatement of the footway.

No concerns are raised from an Environmental Health (pollution) point of view.

### **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

### **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to

local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01513 and any other applications on the site set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

- 7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 9 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.**

**You are further informed that :**

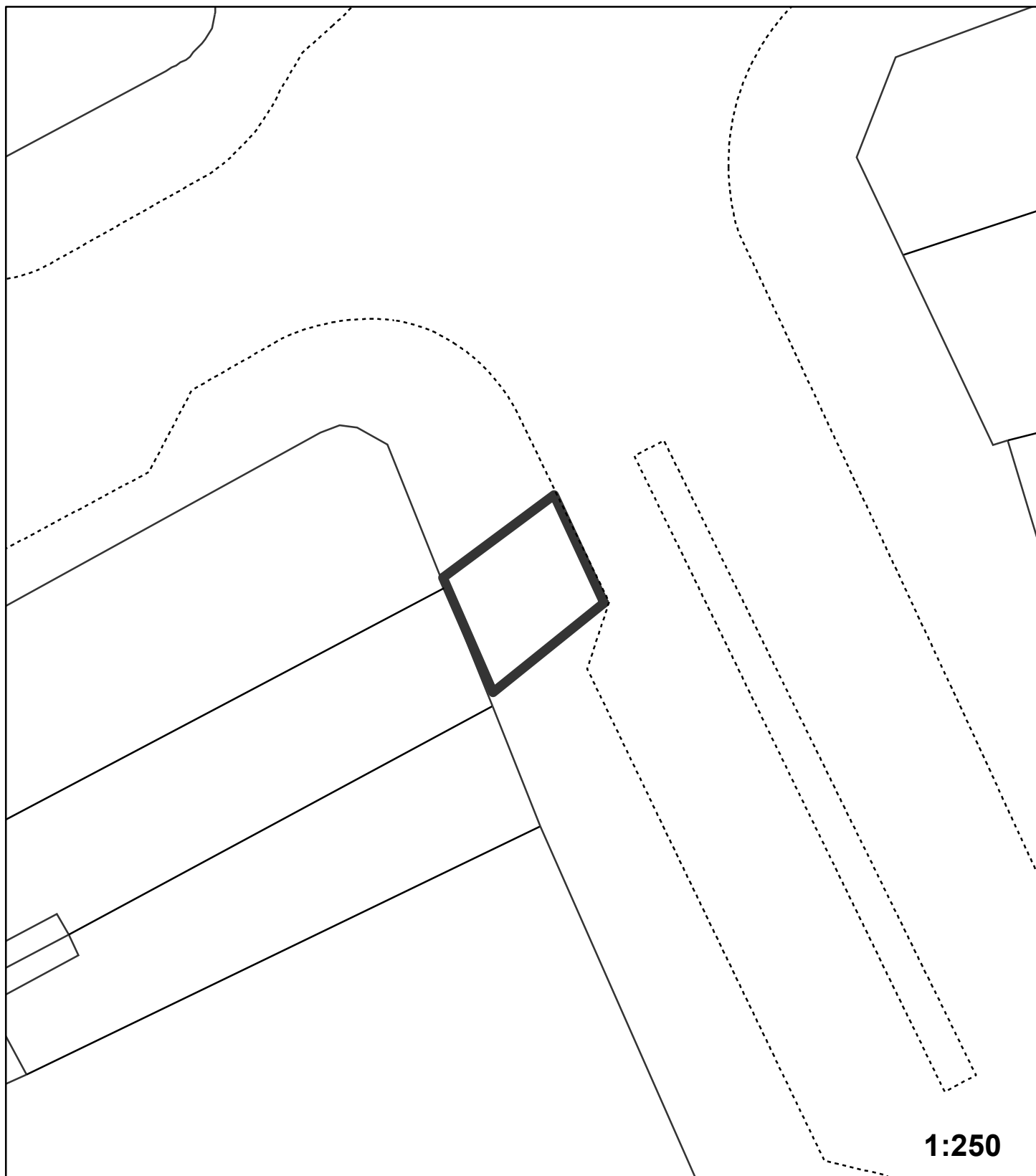
- 1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**
- 2 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the reinstatement of the paving in the High Street where the existing sign is to be removed and where the new sign is to be sited - [streetworks.enquiries@bromley.gov.uk](mailto:streetworks.enquiries@bromley.gov.uk) 0208 313 4621**



**Application:**17/01513/ADV

**Address:** Adshel 0106 6144 Outside 70 High Street Bromley BR1 1EG

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit



This page is left intentionally blank

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

**Application No :** 17/01514/ADV

**Ward:**  
**Bromley Town**

**Address :** Adshel 0106 6143 Outside 81 High Street, Bromley

**OS Grid Ref:** E: 540312 N: 168960

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit.

Key designations:

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

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 81 High Street Bromley with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

### **Consultations**

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

Highways comments note that it appears from the plans that the proposed sign is to be located where the existing one is currently. There are no objections to this proposal from the highway point of view. Conditions are suggested in the event of a planning permission.

No concerns are raised from an Environmental Health (pollution) point of view.

### **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

### **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01514 and any other applications on the site set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

**6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

**7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**8 The luminance of the panel will be set to auto adjust to ambient levels, including to maximum 400 candelas per square metre at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**9 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.**

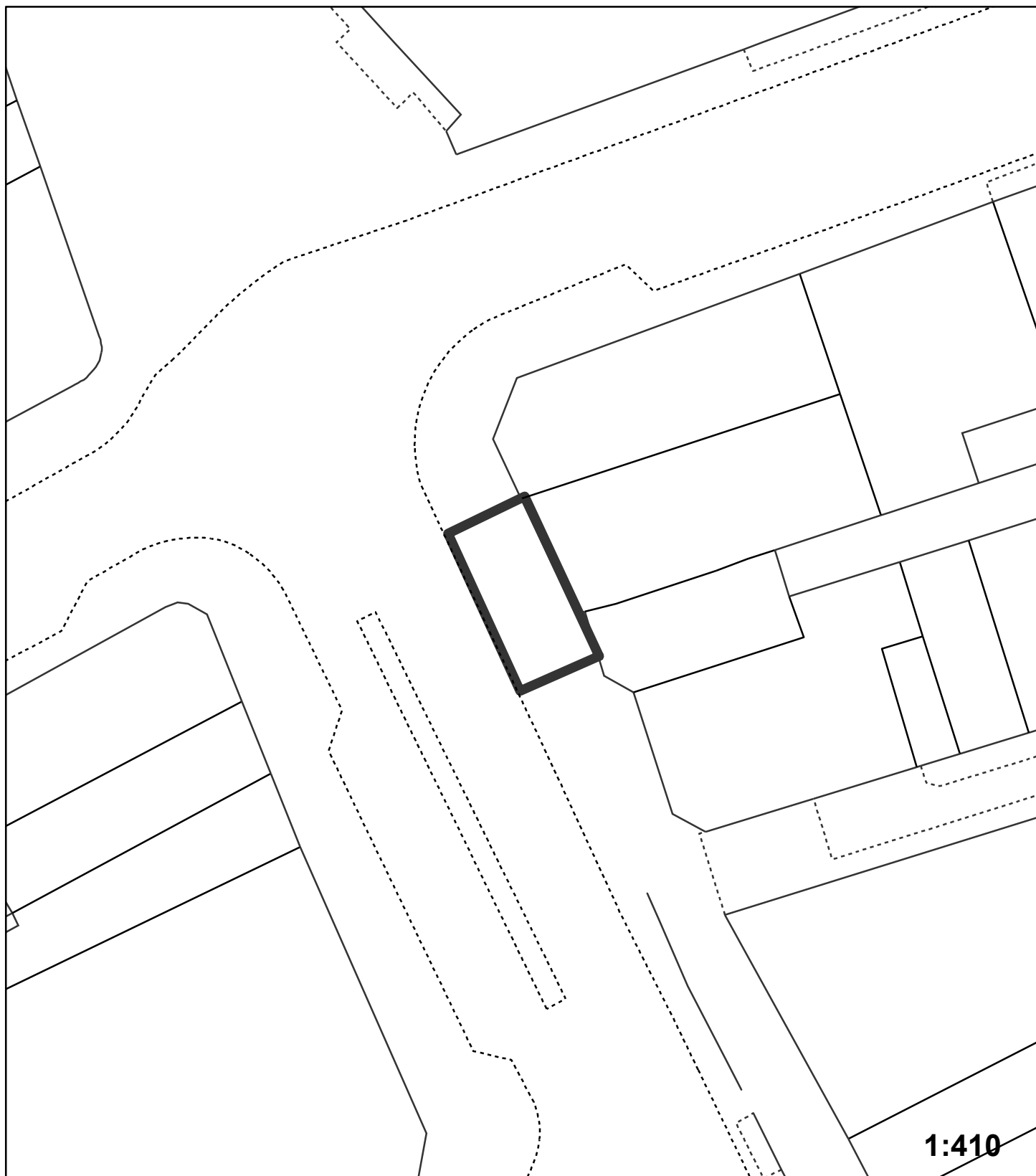
**You are further informed that :**

**1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**

**Application:**17/01514/ADV

**Address:** Adshel 0106 6143 Outside 81 High Street Bromley

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit.



This page is left intentionally blank



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

**Application No :** 17/01515/ADV

**Ward:**  
**Bromley Town**

**Address :** Land Adjacent to 19 High Street,  
Bromley

**OS Grid Ref:** E: 540400 N: 168791

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit

Key designations:

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

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 19 High Street Bromley with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

### **Consultations**

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

Highways comments note that it appears from the plans that the proposed sign is to be located where the existing one is currently; no objections are raised to this proposal from the highway point of view. Informatives are suggested in the event of a planning permission.

No concerns are raised from an Environmental Health (pollution) point of view.

### **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

The planning history includes application reference 06/04185 which granted consent for an internally illuminated free standing poster sign.

### **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01515 and any other applications on the site set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

- 7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 9 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.**

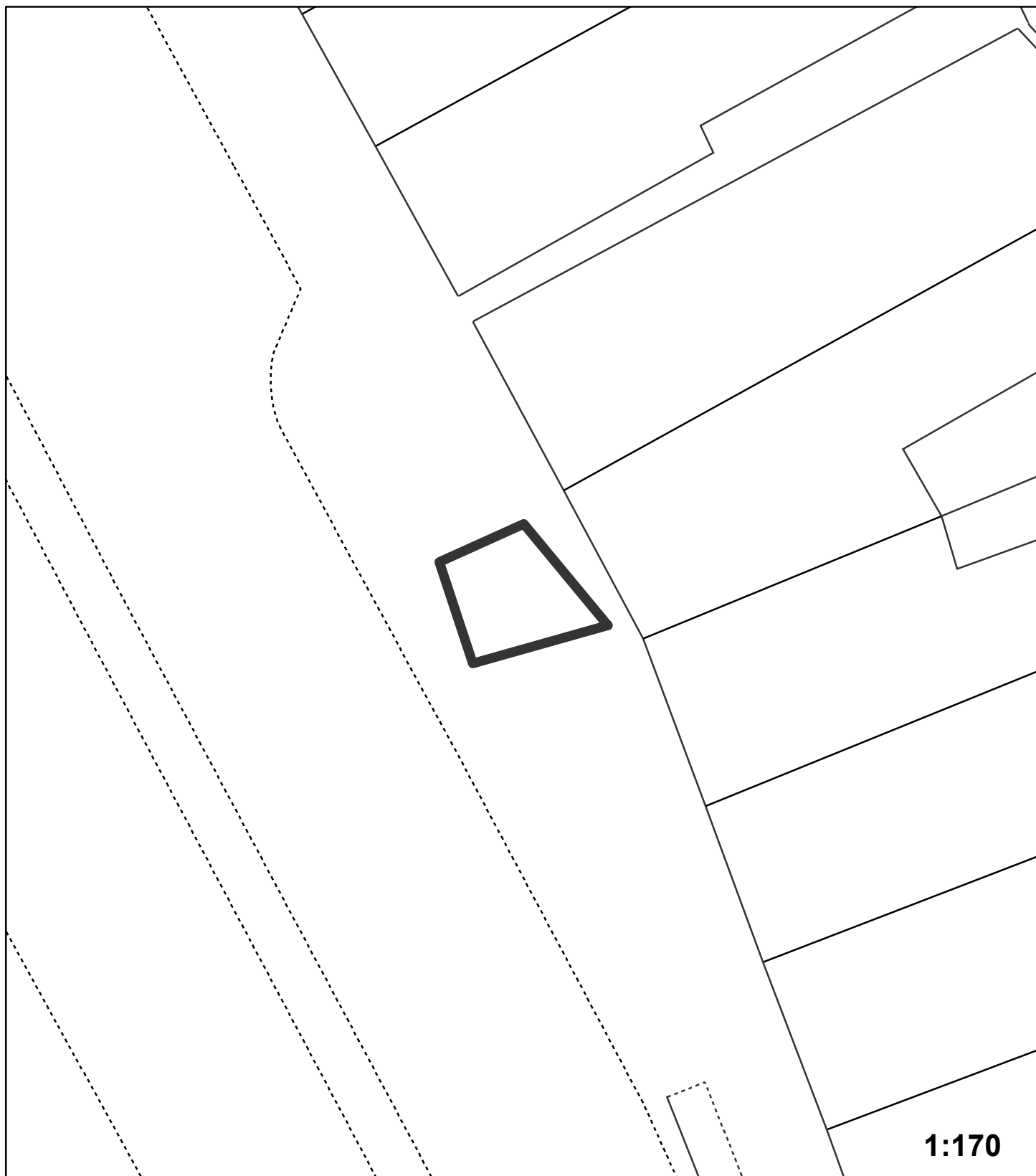
**You are further informed that :**

- 1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**

**Application:**17/01515/ADV

**Address:** Land Adjacent To 19 High Street Bromley

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit



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

**Application No :** 17/01516/ADV

**Ward:**  
**Bromley Town**

**Address :** Freestanding Advertisement Outside  
44 High Street, Bromley

**OS Grid Ref:** E: 540353 N: 168831

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit.

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
London City Airport Safeguarding  
Smoke Control SCA 5

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 44 High Street Bromley with a freestanding internally illuminated digital display unit.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

## **Consultations**

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

Highways comments note that it appears from the plans that the proposed sign is to be located where the existing one is currently. There are no objections to this proposal from the highway point of view. Conditions are suggested in the event of a planning permission.

No concerns are raised from an Environmental Health (pollution) point of view.

## **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

The planning history includes application reference 01/03114/ADV for an internally illuminated free standing double sided poster sign.

## **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently



separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway concerns are raised.

Given the planning history, the commercial location and the details of the sign as proposed, it is not considered that the proposal will result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01516 and any other applications on the site set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway**

signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

**6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

**7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

**9 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.**

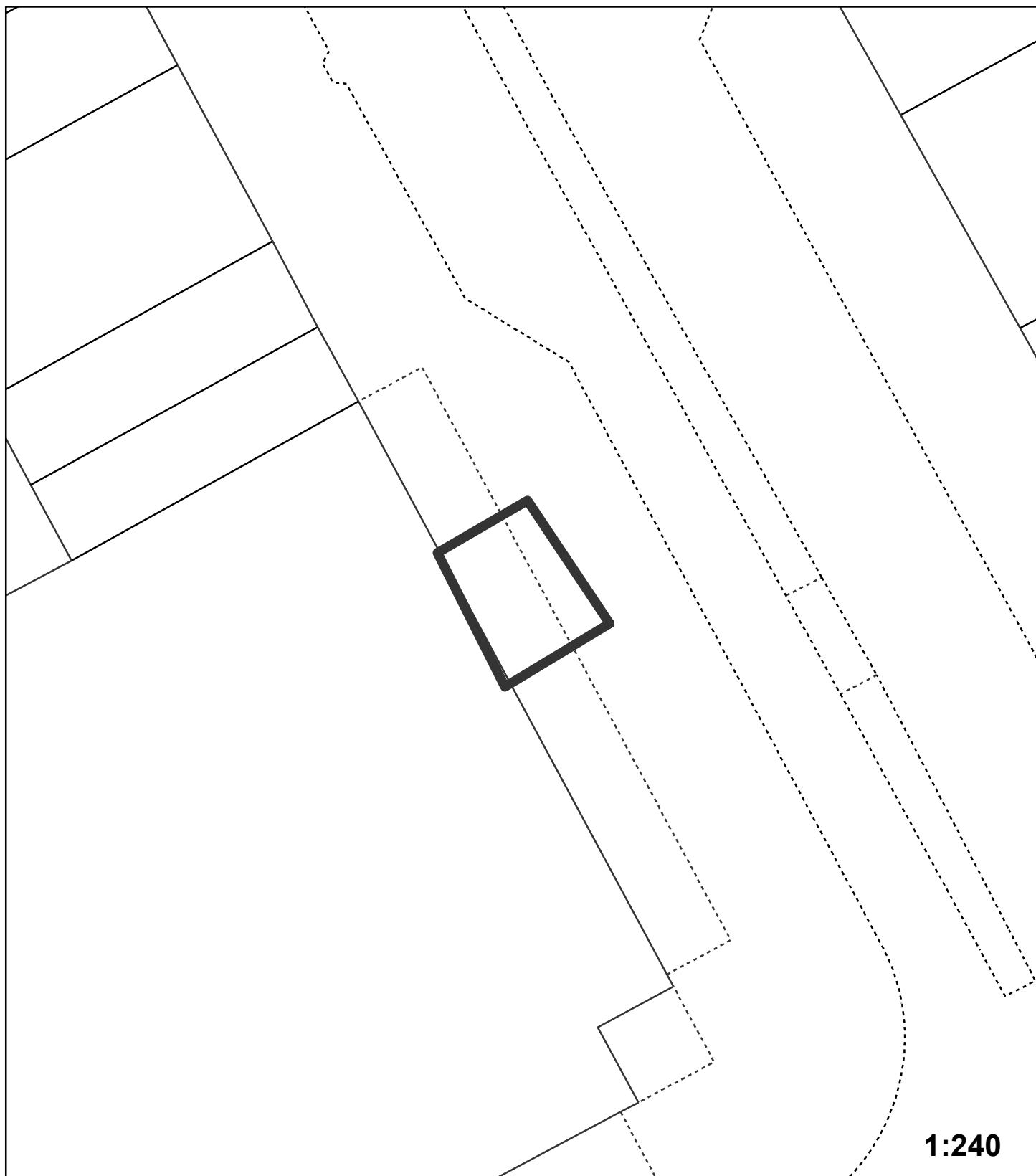
**You are further informed that :**

**1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**

**Application:**17/01516/ADV

**Address:** Freestanding Advertisement Outside 44 High Street Bromley

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit.



This page is left intentionally blank

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

**Application No :** 17/01518/ADV

**Ward:**  
**Bromley Town**

**Address :** Adshel 0106 0105 Outside 34 High Street, Bromley

**OS Grid Ref:** E: 540383 N: 168782

**Applicant :** Mrs Amanda Cole

**Objections : NO**

### **Description of Development:**

Replacement of existing advertising structure with freestanding internally illuminated digital display unit.

Key designations:

Smoke Control SCA 5

### **Proposal**

This application seeks the replacement of an existing freestanding advertising structure on the public footway outside No 34 High Street Bromley with a freestanding internally illuminated digital display unit. The position and orientation of the proposed sign will be altered from the existing position but the application states that the existing sign will be removed.

The proposed sign will be 2.93m high x 1.34m wide and 0.26m deep and internally illuminated to a maximum of 2,500 candelas per metre squared (cd/m<sup>2</sup>) auto adjust to ambient levels; 400cd/m<sup>2</sup> at night time. The proposed materials include steel, aluminium and toughened glass and the illumination will be static. The freestanding sign will be a double forum structure featuring a digital 84" screen on both sides. The units are referred to as 'Forum CIP Units', CIP meaning Community Information Panel. Community information is shown one side and commercial advertising on the reverse. The digital screen is capable of displaying illuminated moving images and content is supplied via secure remote connection.

The application form advises that the installation of the digital asset follows consultation with Bromley Council in line with the mobilisation of the street furniture contract that was awarded to JC Decaux in December 2016.

This application is one of a number of replacement sign applications.

### **Consultations**

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

Highways comments note that although the position and orientation of the sign are changing there are no objections to this proposal from the highway point of view. Informatives are suggested in the event of a planning permission.

No concerns are raised from an Environmental Health (pollution) point of view.

### **Planning Considerations**

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

BE1 Design of New Development  
BE21 Advertisements, Hoardings and Signs  
T18 Road Safety

The Councils adopted SPG guidance is also a consideration.

Draft Local Plan Policy

Policy 37 General Design of Development  
Policy 102 Advertisements  
Policy 32 Road Safety

### **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 and on highway safety.

BE1 requires a high standard of design for all development proposals and expects that development should not detract from the street scene.

Policy BE21 amongst other matters advises that signs should have regard to the character of the surrounding area and not be likely to create a hazard to road users.

Policy T18 seeks to ensure that road safety is not compromised.

The sign will replace an existing internally illuminated street furniture sign. It will not be dissimilar to that which it replaces but will be of digital display. It is sufficiently separated from nearby residential properties so as not to result in any loss of amenity in this respect and no Highway or Environmental Health (Pollution) concerns are raised.

Given the commercial location and the details of the proposed sign unit and that there is an existing sign which will be replaced, it is not considered to result in such an unacceptable visual impact as to warrant a planning ground of refusal.

Having had regard to the above it is considered that the siting, size and design of the proposed sign is acceptable in that it would not result in a loss of amenity to

local residents nor impact detrimentally on the character of the area nor on highway safety.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01518 and any other applications on the site set out in the Planning History section above, excluding exempt information.

**RECOMMENDATION: ADVERTISEMENT CONSENT GRANTED**

**subject to the following conditions:**

- 1. Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 4. No advertisement is to be displayed without the permission of the owner of the site or any person with an interest in the site entitled to grant permission.**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 5. No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of , any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway, (including any coastal waters) or aerodrome (civil or military).**

**Reason: Regulation 14(1) (a) of the Town and Country Planning (Control of Advertisements) Regulations 2007.**

- 6 This consent shall be for a period of 5 years, beginning with the date of this decision notice.**

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

- 7 The luminance output of the freestanding Community Information Panel sign shall not exceed 2,500 candelas per square metre from any part of the sign.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 8 The luminance of the panel will be set to auto adjust to ambient levels, including to 400cd/m<sup>2</sup> at night time, and shall be permanently maintained as such thereafter.**

**Reason: In order to comply with Policy BE21 of the Unitary Development Plan and to ensure that excessive brightness of illumination does not detract from the amenities of the area.**

- 9 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.**

**You are further informed that :**

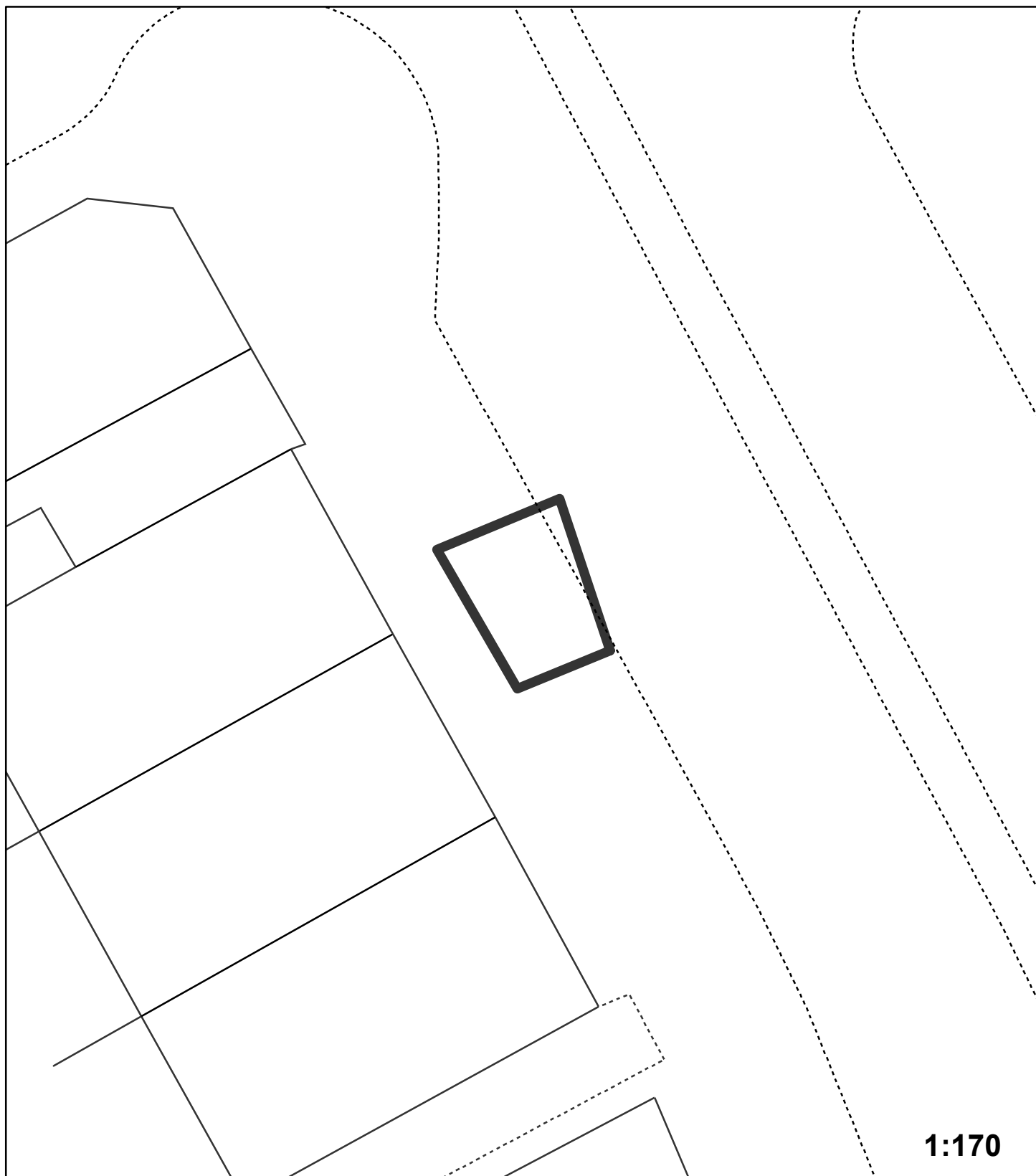
- 1 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding a licence under section 115 (e) of the Highways Act 1980 (Street Enforcement, Environment & Community Services Department)**
- 2 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the reinstatement of the paving in the High Street both where the existing sign is to be removed and where the new sign is to be sited - [streetworks.enquiries@bromley.gov.uk](mailto:streetworks.enquiries@bromley.gov.uk) 0208 313 4621**



**Application:**17/01518/ADV

**Address:** Adshel 0106 0105 Outside 34 High Street Bromley

**Proposal:** Replacement of existing advertising structure with freestanding internally illuminated digital display unit.



This page is left intentionally blank

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

**Application No :** 16/05119/MATAMD

**Ward:**  
**Bromley Town**

**Address :** Multistorey Car Park, Simpsons Road,  
Shortlands, Bromley

**OS Grid Ref:** E: 540286 N: 168663

**Applicant :** Cathedral (Bromley) Limited

**Objections :** YES

### **Description of Development:**

Section 73 application for the demolition of existing buildings and redevelopment with mixed use scheme comprising multi-screen cinema, 200 flats, 130 bedroom hotel, Class A3 units (restaurant and cafe) including 1 unit for flexible Class A1 (retail shop), Class A3 (restaurant and cafe) or Class A4 (drinking establishment), basement car parking, associated access arrangements (including bus parking), public realm works and ancillary development. Minor Material Amendment to application 13/01094/MATAMD to include elevational changes, reduction in residents car parking, internal layout changes, amendments to facade and roof detailing, re-alignment of (Core A) rear building line, commercial elevation changes, balcony adjustments and treatment of link bridge.

### **Key designations:**

Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
Bromley Town Centre Area Buffer 200m  
London City Airport Safeguarding  
Proposal Sites  
River Centre Line  
Smoke Control SCA 51

### **Proposal**

### **UPDATE TO REPORT**

This application was reported to Plans Sub-Committee No. 2 on 27th April and deferred for the following reasons:

- To seek an increase in car parking spaces and details of obscure glazing to limit concerns of potential overlooking.

In response, amended drawings have been supplied (received 8th May 2017) which indicate that the additional windows proposed to Elevation D will be obscure glazed.

With regard to parking, revised plans have been provided showing an additional 6 spaces. The following explanatory text has been provided by the applicant:

*"Committee also asked for a review of the car parking to be undertaken to see if it was possible to provide additional car parking for the residential units. The 386 parking spaces as originally submitted under the s.73 application represented the culmination of a very detailed audit of the car park levels and represented the maximum level of parking provision for fully compliant spaces.*

*A review has now been undertaken. It has been possible to provide an additional 6 spaces albeit with them being compromised. Two spaces with reduced head height and the other 4 accommodated by an amended pedestrian walkway layout/additional pedestrian crossings. Although these spaces were previously omitted due to them being compromised they are now included in order to try and maximise car parking as requested by Members of plans sub-committee 2. It is intended that the reduced height spaces will be managed with signage etc to ensure that only smaller city/urban cars utilise them."*

Additional supporting information has been provided in respect of the car parking amendments in the form of a supporting letter from the car park tenant confirming that the additional spaces are acceptable operationally. In addition McLaren Construction have submitted a letter which provides further explanation for the proposed amendments to car parking. These letters are available to view on the application file.

The original report is repeated below, updated where necessary.

## **Proposal**

This application is for a Minor Material Amendment to the approved scheme 13/01094/MATAMD that included reductions in the approved heights of the hotel and residential 'shoulder' buildings, alterations in internal layouts, elevational alterations and incorporation of a roof access system.

13/01094/MATAMD was an amendment to the original planning permission on this site 11/03865/FULL1, described as: 'Demolition of existing buildings and redevelopment with mixed use scheme comprising multi-screen cinema, 200 flats, 130 bedroom hotel, Class A3 units (restaurant and cafe) (Including 1 unit for flexible class A1 (retail shop) Class A3 (restaurant and cafe) or Class A4 (drinking establishment) use), basement car parking, associated access arrangements (including bus parking), public realm works and ancillary development'. This scheme was approved at planning committee on the 26th March 2012.

The proposed changes now submitted include:

- Amended balcony sizes
- Reduction in residential car parking by 8 spaces
- Residential tenure mix revision
- Amendments to the flue and louvres to the Energy Centre
- Amendments to the façade access and maintenance jibs

- Details of the standing seam metal roof finish
- Positioning of satellite dishes and TV aerial confirmation
- Adjustment to the alignment of flat footprint and balcony shape
- Adjustment to the aligning of the rear elevation to retain 4m separation from the culvert
- Amendments to the positioning of the shop front glazing
- Insertion of new door to provide public access from plaza to concierge office
- Movement of Unit 8 entrance door and insertion of bi-folding doors to Units 5,6 and 7
- Correction of balcony conflict at the top of Core E

Various other minor amendments are also proposed which the Applicant considers to be de-minimis and non-material to the overall application. These will be detailed later in the report.

The applicant has submitted a package of documents to support the application including a comprehensive Design and Access Statement detailing all the changes proposed within this application.

In addition the following have been submitted:

- Schedule of Accommodation Inc. Wheelchair units
- Public Art Strategy
- Landscaping Plan
- Highways Addendum
- Wheelchair Unit Plans
- Floor Plans
- Elevations
- Street Scene Plans
- Link Bridge Diagrams and supporting information

The proposed amendments do not result in a change to the description of the development or increase the height of the buildings or structures. Neither do the proposals result in any greater amenity impact upon surrounding neighbours.

A Draft Deed of Variation was submitted to enable the requirements of the S106 Legal Agreement to be carried forward under this amended proposal; this will be updated to a new s106 Legal agreement accordingly should Members be minded to grant approval.

It was requested that a number of points were clarified in respect of the proposed changes. The applicants have responded as follows:

- Revised Public Art Strategy
- Revised schedule of accommodation
- Additional Landscaping Plan
- Amended Car Parking Plan
- Highways Addendum

## Location:

- 0.96 ha application site lies within the southern part of Bromley's designated Town Centre and accommodated a 1960s five storey public car park (split over 6 mezzanine levels) providing 581 spaces serving town centre activities and commuters, five small single storey retail/restaurant units (including a contractor's office/showroom, a dry cleaners, beautician and a restaurant occupying two units) along the Westmoreland Road site frontage and No.2 Westmoreland Road. Development has since commenced on site and the existing buildings have been removed.
- Simpson's Road provides vehicular access and egress via Westmoreland Road (B228) to the multi-storey car park and the Royal bank of Scotland (RBS) complex and sweeps around the western and northern perimeter of the site providing service access to the rear of a parade of shops fronting Bromley High Street
- An elevated walkway feeding into the southern end of Bromley High Street is to be retained and regenerated as a result of amendments proposed within this application.
- The culverted section of the River Ravensbourne cut across the southeastern end of the application site feeding from Westmoreland Road and then running along the rear gardens of properties within Newbury Road. This has since been re-diverted to retain a 4m distance from the proposed buildings.
- The main commuter railway line lies to the north with the residential properties of Ravensbourne Road on the embankment of the cutting beyond - Ravensbourne Road comprises a mix of dwellings in terms of type, size and age, including town houses
- Two storey Victorian houses on Newbury Road lie immediately to the west with two storey Victorian houses on Aylesbury Road beyond - rear garden boundaries of Newbury Road properties adjoin the site boundary with vehicular and/or pedestrian accesses onto Simpson's Road
- Simpson's Yard to the rear of No.38a, 44 and 46 Newbury Road is a commercial premises used for the fitting of tow bars and trailer hire and is accessed via Simpson's Road
- Westmoreland Road lies immediately south of the site with the locally listed St Mark's Church on the opposite side of Westmoreland Road facing the site
- The main Police Station is located opposite the RBS building (on Masons Hill/High Street) and the Waitrose supermarket is located to the south of Bromley South Station

- Bromley South Station and main office and business district on Elmfield Road ensure a strong level of activity and footfall is maintained within southern part of Town Centre

### Wider area

- The primary retail focus of town centre is around Glades Shopping Centre and pedestrianised High Street
- A 4 screen Bromley Empire cinema is located at 242 High Street within the Bromley North area
- The main concentration of restaurants is around Widmore Road and East Street
- The nearest large existing hotel is the 114 bedroom Best Western Bromley Court Hotel (beyond the northern town centre boundary)

### **Consultations**

Comments from Local Residents:

Nearby residents were notified of the application and the following comments were received:

- There are to be additional 'openings' near my property that significantly increase my already reduced privacy and enjoyment of my garden due to being increasingly overlooked
- The building is too tall for the surrounding area
- The new development should be stopped
- The consultation drawings did not show the height of the building in relation to the whole borough and it has been misrepresented.
- The building should be reduced in height in line with the immediate area

### **Comments from Consultees:**

Highways: Preliminary highways comments were received prior to the amendment of the application, therefore the primary comments were based on a net loss of 23 spaces:

'The public car park will continue to provide 300 spaces with all car parking spaces to be lost from the residential units resulting in a ratio of 0.4 parking spaces.

The breakdown in residential parking will be as follows: five disable compliant spaces, 10 additional spaces allocated under the affordable housing and remaining 62 parking allocated amongst the 154 market apartments equating to a ratio of 0.46 spaces per unit.

Therefore, although the loss of parking is regrettable, as the development is located within a high PTAL area with local amenities within walking distance of the site coupled with an existing condition to prevent the future occupiers applying for a parking resident permit, on balance no objections are raised subject to conditions'.

Amended plans were received which proposed a change in the loss of parking spaces from 23 to 14. A Highways addendum was submitted which covered the proposed changes in March 2017. The following highways comments were subsequently received:

The proposal will result in reduction of 14 car parking spaces; which is very regrettable.

The public car park will continue to provide 300 spaces with all the 14 lost spaces coming from the residential parking allocation resulting in a revised ratio of 0.43 parking spaces per residential unit.

The breakdown in residential parking will be as follows:

Moats are taking 62 units, 46No. S106 and 16 additional units within Core D. Five wheelchair units and 10 additional car parking spaces will serve these 62 units in Core D, with the remaining 64 parking spaces allocated amongst the 138 general market apartments equating to a ratio of 0.51 spaces for each private residential apartment.

Therefore although the loss of parking is regrettable, as the development is located in a high PTAL area with local amenities within walking distance of the site coupled with existing condition preventing the future occupants from applying for a parking resident permit, on balance no objections to the proposal are raised.

In relation to the amended drawings received on 8th May 2017 showing an additional 6 parking spaces, no highways objections have been raised.

Drainage: The proposed amendments do not affect previous comments.

Environment Agency: A 4m clearance is to be maintained to the culvert, therefore no further comments are made.

Metropolitan Police: All amendments should still be subject to a Secured by Design condition.

TfL: TfL has no concerns with the amendments. The previous comments from TFL are still applicable, in addition TFL welcomes the reduction in residential car parking allocation and recommends that this is reduced further.

GLA: Given the scale and nature of the proposals, it is concluded that the amendments do not give rise to any new strategic planning issues. The GLA do not need to be consulted further on the application.

Conservation Officer: The site is outside the CA therefore no comments are made.



Town Centre Development Team: No objections.

Policy: No policy objections given that there is to be an increase in affordable units by 12 over that as previously approved. Should permission be granted the legal agreement should be amended to include an updated schedule of accommodation.

## **Planning Considerations**

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

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

### Unitary Development Plan

- H1 Housing supply
- H2 Affordable housing
- H7 Housing density and design
- T1 Transport demand
- T2 Assessment of transport effects
- T3 Parking
- T5 Access for people with restricted mobility
- T6 Pedestrians
- T7 Cyclists
- T9 Public transport
- T18 Road safety
- BE1 Design of new development
- BE2 Mixed use developments
- BE4 The public realm
- BE5 Public art
- BE7 Railings, boundary walls and other means of enclosure
- BE16 Ancient monuments and archaeology
- BE17 High buildings and the skyline
- BE19 Shopfronts and security shutters
- L9 Indoor recreation and leisure
- S2 Secondary frontages
- S6 Retail and leisure development
- S9 Food and drink premises
- S10 Non-retail uses in shopping areas
- ER7 Contaminated land
- ER9 Ventilation
- IMP1 Planning Obligations

## Bromley Town Centre Area Action Plan

- BTC1 Mixed use development
- BTC2 Residential development
- BTC3 Promoting housing choice
- BTC4 New retail facilities
- BTC8 Sustainable design and construction
- BTC9 Flood risk
- BTC10 River Ravensbourne
- BTC11 Drainage
- BTC12 Water and sewage infrastructure capacity
- BTC13 Combined heat and power
- BTC14 Recycling
- BTC15 Biodiversity
- BTC16 Noise
- BTC17 Design quality
- BTC18 Public realm
- BTC19 Building height
- BTC20 Play and informal recreation
- BTC21 Transport schemes
- BTC22 Public transport
- BTC25 Walking and cycling
- BTC25 Parking
- BTC26 Phasing of Transport Improvements
- BTC27 Traffic Management
- BTC28 Car clubs
- BTC30 Phasing
- BTC31 Developer contributions
- BTC32 Public realm improvements
- BTC33 Planning applications
- OSK Westmoreland Road car park

### Supplementary Planning Guidance:

General Design Principles  
Planning Obligations  
Affordable Housing

### Bromley's 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). An updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, indicating the submission of the draft Local Plan to the Secretary of State in the early part of

2017. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing Supply  
Draft Policy 2 - Provision of Affordable Housing  
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 34 - Highway Infrastructure Provision  
Draft Policy 37 - General Design of Development  
Draft Policy 47 - Tall and Large Buildings  
Draft policy 92 - Metropolitan and Major Town Centres  
Draft Policy 98 - Restaurants, Pubs and Hot Food Takeaways  
Draft Policy 101 - Shop Fronts and Security Shutters  
Draft Policy 113 - Waste Management in new Development  
Draft Policy 115 - Reducing Flood Risk  
Draft Policy 116 - Sustainable Urban Drainage Systems  
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, Decentralised Energy Networks and renewable energy

Relevant London Plan Policies include:

2.6 Outer London: Vision and Strategy  
2.7 Outer London: Economy  
2.18 Green Infrastructure  
3.3 Increasing Housing Supply  
3.4 Optimising Housing Potential  
3.5 Quality and Design of Housing Developments  
3.6 Children and Young Peoples Play and Informal Recreation Facilities  
3.8 Housing Choice  
3.9 Mixed and Balanced Communities  
3.10 Definition of affordable housing  
3.11 Affordable Housing Targets  
3.13 Affordable Housing Thresholds  
4.1 Developing London's Economy  
4.4 Managing Industrial Land and Premises  
5.2 Minimising Carbon Dioxide Emissions  
5.3 Sustainable Design and Construction  
5.6 Decentralised Energy in Development Proposals  
5.7 Renewable Energy  
5.12 Flood Risk Management  
5.13 Sustainable Drainage  
6.1 Strategic Approach  
6.3 Assessing the Effects of Development on Transport Capacity

6.9 Cycling  
6.10 Walking  
6.13 Parking  
7.1 Building London's Neighbourhoods and Communities  
7.2 An Inclusive Environment  
7.3 Designing out Crime  
7.4 Local Character  
7.5 Public Realm  
7.6 Architecture  
7.14 Improving Air Quality  
7.15 Reducing Noise and Enhancing Soundscapes  
8.2 Planning Obligations  
8.3 Community Infrastructure Levy.

The relevant London Plan SPG's are:

Accessible London: Achieving an Inclusive Environment (2014)  
Housing (2016)  
Sustainable Design and Construction (2014)  
Energy Strategy  
Providing for Children and Young People's Play and Informal Recreation (2012)

The National Planning Policy Framework 2012 (NPPF):

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

Para 17: Core planning principles  
Paras 29 - 41: Promoting sustainable transport  
Paras 47 - 50: Delivering a wide choice of high quality homes  
Paras 56 - 66: Requiring Good Design  
Paras 69-78: Promoting healthy communities  
Paras 93-103: Meeting the challenge of climate change & flooding  
Paras 109-125: Conserving and enhancing the natural environment  
Paras 188-195: Pre-application engagement  
Paras 196-197: Determining applications  
Paras 203-206: Planning conditions and obligations

### **Planning History:**

This application is submitted to amend 13/01094/MATAMD which sought to formally amend 11/03865/FULL which were permitted at planning committee and under delegated authority respectively. The 2013 application has been commenced on site, is extant and is being implemented. Some of the amendments sought within this application are retrospective.

The original 2011 application - 11/03865/FULL was permitted for the demolition of existing buildings and redevelopment with mixed use scheme comprising multi-screen cinema, 200 flats, 130 bedroom hotel, Class A3 units (restaurant and cafe)

(Including 1 unit for flexible class A1 (retail shop) Class A3 (restaurant and cafe) or Class A4 (drinking establishment) use), basement car parking, associated access arrangements (including bus parking), public realm works and ancillary development.

A non-material amendment to this scheme was submitted - 11/03865/AMD - to reduce in footprint the area of basement car park and provision of additional basement parking level (level -6) and relocation of proposed on-site water attenuation tank to basement area underneath commercial unit no. 8. This was approved in July 2012.

The 2013 planning application - 13/01094/MATAMD, sought a material change of the approved application in proposing reductions in approved heights of the permitted hotel and residential 'shoulder' buildings, alterations in internal layouts, elevational alterations and incorporation of a roof access system. This was approved in August 2016.

## **Conclusions**

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

- Principle of Development
- Design, Layout, Siting, Appearance
- Standard of Accommodation
- Amenity Space
- Highways, Parking and Refuse
- Planning Contributions

## Principle

At a national level, paragraph 15 of the NPPF identifies the presumption in favour of sustainable development and that development which is sustainable should be approved without delay.

Paragraph 70 of the NPPF states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments

The NPPF states that Local planning authorities should plan positively, to support town centres to generate local employment, promote beneficial competition within and between town centres, and create attractive, diverse places where people want to live, visit and work.

Regionally, Policy 2.7 of the London Plan states that:

The Mayor will, and boroughs and other stakeholders should, seek to address constraints and opportunities in the economic growth of outer London so that it can rise above its long term economic trends by:

- h) identifying and bringing forward capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and higher density housing, including use of the compulsory purchase process to assemble sites, and providing recognition and support for specialist as well as wider town centre functions
- k) supporting leisure, arts, cultural and tourism and the contribution that theatres and similar facilities and the historic environment can make to the outer London economy, including through proactive identification of cultural quarters and promotion and management of the night time economy (see Policy 4.6)
- p) ensuring the availability of an adequate number and appropriate range of homes to help attract and retain employees and enable them to live closer to their place of work in outer London.

Policy 4.5 of the London Plan (London's visitor infrastructure) promotes increased provision of hotel bedrooms in town centre locations.

London Plan policy 4.6 (Support for and enhancement of arts, culture, sport and entertainment provision) seeks to 'd) promote and develop existing and new cultural and visitor attractions especially in outer London and where they can contribute to regeneration and town centre renewal' and 'g) provide arts and cultural facilities in major mixed use redevelopment'.

Policy 4.7 of the London Plan (Retail and town centre development) promotes retail, commercial, culture and leisure development in town centres provided its scale is related to the size, role and function of a town centre and its catchment.

Policy 7.7 of the London Plan (Location and design of tall and large buildings) states that tall and large buildings should:

- generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport
- only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building
- relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level
- individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London
- incorporate the highest standards of architecture and materials, including sustainable design and construction practices
- have ground floor activities that provide a positive relationship to the surrounding streets
- contribute to improving the permeability of the site and wider area, where possible

- incorporate publicly accessible areas on the upper floors, where appropriate
- make a significant contribution to local regeneration.

Tall buildings should not:

- affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference
- impact on local or strategic views adversely.

Locally, The Bromley Town Centre Area Action Plan (AAP) was adopted in October 2010 and paragraph 1.1.1. states that:

'The AAP sets out the Council's vision for the town centre together with objectives, policies and proposals to guide future development and change. It seeks to enhance Bromley's character and environment and to promote sustainable development which will improve the quality and range of facilities and services available to residents and businesses.

The Bromley Town Centre Area Action Plan (AAP) promotes the redevelopment and enhancement of the centre of Bromley and promotes mixed use development including up to 1,820 additional residential units and 3,500 sqm of additional community space. Site K, now known as St.Mark's Square, was identified as an opportunity area for a holistic mixed use development.

With regard to residential provision, the London Plan seeks mixed and balanced communities (Policy 3.9). Communities should be mixed and balanced by tenure and household income, supported by effective and attractive design, adequate infrastructure and an enhanced environment. Policy 3.3 establishes a housing target for the Borough and this site could contribute towards the housing supply. Policies 3.11 and 3.12 of the plan confirm that Boroughs should maximise affordable housing provision, where 60% of provision should be for social housing (comprising social and affordable rent) and 40% should be for intermediate provision and priority should be accorded to the provision of affordable family housing.

UDP Policy H1 requires the Borough to make provision for additional dwellings over the plan period acknowledging a requirement to make the most efficient use of sites in accordance with the density/location matrix.

The site is currently under construction to provide the redevelopment of the site now known as St Mark's Square. As the principle of development in the manner proposed has already been accepted under ref. 13/01094/MATAMD, the main issue for consideration will be the acceptability of the proposed amendments both individually and cumulatively, having particular regard to the impact on the overall quality and appearance of this significant development, the impact in terms of parking and highway safety and the impact on the quality of amenities of future occupiers of the development.

Whilst the principle of the scheme has been established and is currently being built out on site, it is recognised that there has been a material change in policy since the original consideration of the application, most notably through the progression of the Draft Local Plan which is currently within its final stages of consultation and therefore afforded some weight and amendments to the London Plan. All amendments proposed within this application should be considered in line with current policy.

The proposed changes in this Minor Material Amendment application do not result in changes to the number of residential units, facilities to be provided or the benefits secured through this development and therefore the principle of this form of development remains unchanged subject to an assessment on the proposed amendments to the mix of unit sizes and all other matters. The overall impact on the locality from the proposed development on the site will not be significantly different from the approved scheme.

The principle of the redevelopment proposed is therefore established and this application only seeks to make a number of Minor Material Amendments to the approved scheme that are listed above. Due to the type of application submitted (Section 73) a new planning permission needs to be issued, with all conditions re-imposed or amended as necessary but without a time period for commencement. Consequently the s106 legal agreement also needs to be formally amended as appropriate.

### Housing Issues

Affordable housing will be sought on sites capable of providing 11 dwellings or more, a site area of 0.4ha or on sites providing over 1000 square metres of residential floorspace. The London Plan, at policy 3.8, states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought on schemes having regard to current and future requirements at local and regional levels and the London Plan's target of an average of at least 17,000 more affordable homes per year in London. Development proposals are required to create mixed and balanced communities with the size and type of affordable housing being determined by the specific circumstances of individual sites. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.

As a result of further architectural analysis of the residential apartment layouts and configuration has resulted in a minor amendment with the loss of 4 affordable habitable rooms in Block C - the Moat Housing Block. The development previously considered provided 46 affordable units which equated to 23% affordable units of which 50% would be social rent and 50% intermediate. Since the 2013 permission, 16 units have been agreed to be provided at intermediate rent through the Council's payment in lieu fund, therefore providing an overall increased provision within the site in excess of that as previously agreed (31%) which is split as 59.6%



Intermediate Rent and 38.7% Social Rent. Officers note that the percentage of affordable unit provision has reduced from that as previously considered acceptable; however since this point 16 intermediate units have been forthcoming which were not previously secured. On balance, given that there is the increased provision of affordable units, Officers consider that this outweighs the loss of four habitable rooms from the social provision. Weight is also given to the fact that the number of units to be provided as social rent have not reduced. It is acknowledged that the level of provision is not commensurate with the London Plan breakdown requirement however given that the level of provision is greater than that which could be readily built out on site, Officers raise no concern with regard to this. The changes to the affordable housing will be secured via a deed of variation should Members be minded to grant approval.

The 2016 Minor Alterations to the London Plan adopted the DCLG Technical Housing Standards - nationally described space standard (March 2015) which standard 24 of the SPG says that all new dwellings should meet. Furthermore, the Minor Alterations at paragraph 3.48 state that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. As set out in approved document part M of the Building Regulations - Volume 1: Dwellings, to comply with requirement M4 (2), step free access must be provided. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. In accordance with the Technical Housing Standards, the minimum gross internal areas specified for new dwellings will not be adequate for wheelchair housing (Category 3 homes in Part M), where additional area is required to accommodate increased circulation and functionality to meet the needs of wheelchair users.

Three wheelchair units are now proposed compared to the previously proposed five which falls short of the 10% provision as required under building regulation M4(3). The failure to meet the required SELHP standards of the wheelchair units was pre-empted within the original application 11/03865/FULL1 whereby in the section 106 it provided the possibility for a payment in lieu in order to undertake adaptive works to the units of £15000 per dwelling. No provision was made in the section 106 should the wheelchair units not be provided. A statement has been forthcoming from the Applicant which details the reasoning behind the non-provision of the wheelchair units, this is summarised within the covering letter as:

'The principle area of non-compliance for the two affected SELHP wheelchair units relates to the gross internal area of those units and the unconventional unit configuration as a result of the shape of the building, which has a significant impact on the ability to meet the required standards. Furthermore, in altering other parts of the affordable floor plan to accommodate these two SELHP units would have a disproportionately damaging effect on the overall complement of affordable housing within this scheme, thereby negatively impacting on the core objective of providing affordable housing'.

Whilst the non-provision of the two units is regrettable, Officers have agreed that in the absence of the units a payment of £30000 per unit in lieu of the provision is

to be sought to enable the retrofit of further dwellings to meet SELHP standards. As a result of this, Officers do not object to the loss of two wheelchair units from the scheme.

The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. This deals with the quality of residential accommodation setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements. All of the units comfortably meet the minimum unit sizes and relevant space standards.

### Design and Layout

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

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area for the lifetime of the development. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.

### Balcony Amendments

A key amendment to the design are the amended size of the core E balconies which are proposed in response to the consented balconies over sailing neighbouring land which is outside of the applicants control. This has resulted in the proposal to remove an area of the balcony reducing the overall size of outdoor amenity space below the minimum standard required in the Mayor of London's Housing SPG by 0.4sqm. This would also result in a failure to comply with the minimum requirements for a depth of 1.5m in some areas. Whilst it is regrettable that the minimum amenity space standards cannot be complied with as a result of the boundary issues, it is considered that the Applicant has put some effort into considering the most useable and appropriate form of the balconies without compromising upon the original design intent. Whilst a larger balcony area could

be provided, this is not considered as useable as that proposed within this application. The balconies would have a slightly more apparent appearance given the shape however on balance Officers consider the overall impact upon the design to be acceptable in this regard. Officers note that the approved 2013 MMA application included a balcony for the flat at level +18 on the elevation drawings which was included in error. This balcony was not shown on the floor plans and is surplus to requirements. Officers consider that the removal of this is acceptable.

Further to this, as a result of internal alterations 3 of the flats accessed by Core A have a slightly reduced internal floor area. To compensate, the front elevation facing the plaza is proposed to be moved outwards resulting in compliant flat layouts in terms of internal space through incorporating some of the space previously occupied by balconies. The resultant elevational changes are considered to be minor in nature and will not significantly alter the overall character and appearance of the development. It is submitted that the balconies would remain compliant with the Mayor's Housing SPG requirements.

### Bridge Amendments

Illustrations submitted with the original planning application for this development indicated the proposed removal of the structural roof and columns to open up the main link into the development site from the lower part of the High Street. Following further investigation it was discovered that this proposal is not feasible due to construction constraints including the relationship with the adjacent Direct Line building. This therefore has resulted in the re-design of this entrance point by enhancing the existing structure and removing the existing cladding back to the concrete frame which is to be re-furbished. The main amendments to the link bridge are proposed internally however Officers acknowledge that the existing metal railings will be removed and replaced with a 1800mm high obscure fluted glazed screen with timber handrails to provide an intentionally screened connection.

The bridge forms the principal pedestrian route into the site from the High Street and is an essential element in the success of the scheme.

Whilst the introduction of the roof lights is welcomed by Officers, concerns were raised as to the management of the bridge, in that the openings were of a size that should cleaning not occur, would inhibit the overall design intent of the access way, resulting in an oppressive space which Officers are seeking to prevent. Details of the cleaning scheme of the bridge were received during the lifespan of the application which Officers now consider overcomes the issues as raised.

A palette of materials was also submitted in support of the refurbished link bridge which are considered to be of high quality with the lighting matching that of the main plaza area allowing for a holistic entrance point to the overall development.

It is acknowledged that the changes to the link bridge are a significant change from that as originally proposed, however the proposed amendments are seen as a benefit to the scheme overall compared to the retention of the link bridge as existing and are considered to result in an improvement to the overall appearance

and visual impact of the development. The revised scheme can therefore be considered acceptable in terms of its impact on character of the locality and there will be no unduly harmful impacts on the amenities of the occupants of nearby properties given the commercial location of this element.

#### Amendments to the appearance and siting of the southern block

The overall design intent of the scheme is not amended as a result of the minor material amendment, however alterations are proposed which slightly alter the siting and appearance of the blocks. In terms of the siting, it is proposed to move the building footprint to the south of the site approximately 150-200mm to account for a 4m retention to the culvert, with the front line of the building moved forward by a comparative amount. Whilst sited slightly closer at a single point, the overall change has resulted in the built form now sited marginally further away from the existing properties in Newbury Road for the majority of the facade which Officers find to be acceptable and an overall betterment to the scheme.

Also along the southern boundary with Newbury Road amendments are proposed to the standing seam metal roof finish which due to the permitted Falzinc installation being found to be unworkable, alterations are now proposed to the materials which would ultimately result in an increase in height to the standing seam than that as previously considered. A revised height for the standing metal roof over the low rise building of 20-30mm does not result in a significantly greater impact in terms of appearance or amenity than previously expected. It is noted that the change in material would result in two minor amendments in the overall flow of the rise and fall of the roof shape which would ultimately have a more squared appearance, however Officers consider that the design intent of the roof is retained. The roof is now to be constructed of Kalzip which appears similar to that as approved and is considered to achieve a more successful geometric roof form than other aesthetically similar materials thereby not materially altering the overall appearance of this element of the scheme.

Following further review of the detailed delivery of the proposed energy strategy and associated exhaust solution, it is now proposed to install louvres within the flank elevation of the southern block. It is noted within the submission that the new strategy would maintain the operational performance requirements under the developments energy strategy as discharged under Condition 35 of the approved scheme. Also, the acoustic performance of the extraction system will comply with the operational noise levels stipulated by condition 44 of the approved scheme. The flue dilution system has been designed to accord with the Clean Air Act with the diluted flue gases exhausted through a series of attenuators within the energy centre before passing through the louvre outlets on the western elevation. Whilst Officers acknowledge that the noise levels will be no more than previously considered, details over the appearance of the louvres have not been supplied in sufficient detail. As such, whilst the principle of the louvres is agreed, a condition is required for further plans of the appearance of the louvres to be submitted and agreed in writing prior to installation.

### Amendments to the tower block and hotel

Further amendments to the visual appearance of the residential element of the scheme have been identified by the Applicant as de-minimus however when considered holistically do result in changes to the overall roof form of the residential tower, these include the introduction of two façade access points and maintenance jibs and positioning of the satellite dishes and TV aerials. Additional equipment is proposed in the form of maintenance jibs to allow access to the façade of the tower for window cleaning etc. The introduction of such openings and satellite dishes are to be expected given the appearance and use of the tower, and Officers consider that these have been positioned so as to minimise any potential visual impact as far as possible.

Amendments are proposed to the hotel which is sited to the east of the development. The amendments are concentrated to the rear of the building within the service yard; these include the re-configuration of the bin store and infilling of the store room window with matching brick work. These amendments will not be highly visible and it is not considered that a significant detrimental impact on the character and appearance of the development will result from this.

Changes to the fenestration of the hotel are also proposed inclusive of adjustments made to the AOV in the firefighting lobby which requires the splitting of a series of window openings in the east facing elevation of the hotel block with an additional transom added, reduction in the height of the doors along the plaza elevation of the hotel entrance lobby and a dropped soffit to hotel entry doors. These are considered minor changes and do not result in a materially different appearance to that as previously approved. The splitting of the window is not anticipated to result in a detrimental impact on the character of the development given that the location of the elevation faces the neighbouring Direct Line building therefore sited away from public views. It is noted that an external flue is proposed to run externally to the rear of the hotel building which will protrude above the ridge height of the building. The location of the flue is to the rear of the premises away from public views and considered acceptable. The flue is not considered to protrude to such a degree from the ridge of the hotel building to detract from the overall appearance of the development and therefore Officers consider that the minor amendments to the hotel building to be acceptable.

### Alterations to the Commercial Frontage

Minor alterations are proposed along the restaurant frontage inclusive of the re-positioning of the shopfront glazing, introducing a new door to provide public access from the plaza to concierge office and the moving of unit 8's entrance door and introduction of bi-folding doors to units 5, 6 and 7.

The plaza elevation restaurant glazing line is proposed to be moved forward by approximately 740mm to bring this in line with the front elevation of the residential units above. Further to this, bi-folding doors are proposed to Units 5, 6 and 7 to allow for an enhanced interface between the public realm and the uses within. Outdoor seating has been previously permitted for the use of the restaurants and therefore it is envisaged that no further impact upon residential amenity will occur

as a result of the introduction of the fenestration. Unit 8 proposes a change in the location of the entrance door to unit 8 to create a staff entrance with a new door proposed to provide public access from the plaza to the concierge office. Overall these changes are located within an internal position in the plaza and no significant material impact arises as a result of these changes.

Taking account of the amount of development, siting and design of the buildings, the proposal is considered to be acceptable in terms of the limited changes to the design of the development and on balance would have a limited impact visually or impact on the amenities of neighbouring properties as a result of the proposed amendments, in accordance with policy BE1 of the UDP.

### Impact on neighbouring amenity

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

The proposed redevelopment will be a substantial change in the intensification and use of the site which will have an appreciable impact upon neighbouring residents however the principle of redeveloping the site for a mixed use scheme has been accepted under the original application, which satisfactorily addressed concerns relating to the impact on neighbours. It was considered that the proposals provided adequate separation distances between the proposed buildings and surrounding residential development. These distances are unaffected by the proposed amendments and in some cases increase the distance between the built form and the neighbouring properties.

It is recognised that additional windows are sited within the southern elevation of the commercial/residential low rise block which face onto the rear amenity space of the properties along Newbury Road. It is noted that these windows serve the internal communal corridor which serve the residential units and are not habitable room windows. The amended plans received on 8th May now show that these additional windows will be obscure glazed, which can be secured via condition and would mitigate any potential overlooking and loss of privacy. On balance, Officers consider these amendments to be acceptable.

Matters concerning the increased level of openings to the plaza space from the insertion of bi-folding doors have been discussed and it is not considered that these amendments would result in any materially worse harm to the residential properties sited on the upper floor levels over and above that as previously approved.

Given the siting and scale of proposed buildings in relation to the existing surrounding development it is not considered that the proposal would give rise to an unacceptable level of overshadowing or loss of light. Furthermore the proposal would not be overbearing or give rise to harm by way of loss of outlook. The concerns raised by third parties have been duly considered in the balanced

assessment of this application. In conclusion for the reasons set out above the proposal is not considered to have a significant adverse impact upon neighbouring amenity and complies with policy BE1 of the UDP.

### Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

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

The original form of the application proposed a reduction in car parking spaces of 23 taken solely from the residential allocation. During the lifespan of the application the loss of parking spaces was decreased to 14, and following the most recent amendments to the scheme was decreased again to a loss of 8 spaces in total, still taken all from the residential units.

The public car park will continue to provide 300 spaces with all the 8 lost spaces coming from the residential parking allocation resulting in a revised ratio of 0.46 parking spaces per residential unit.

Therefore although the loss of parking is regrettable, as the development is located in a high PTAL area with local amenities within walking distance of the site coupled with a condition preventing the future occupants from applying for a parking resident permit, on balance no objections to the proposal are raised.

Comments have been received from TFL who raise no objection to the overall reduction in parking spaces and welcome any further proposed reduction given the high accessibility of the site.

On balance, Members may consider that the loss of parking spaces is considered acceptable and will not have a detrimental impact upon the overall parking provision nor wider implications upon the highway network.

## Landscaping and Trees

Landscaping is an integral part of the development and is fundamental to ensuring that the development responds appropriately to the character of the site and surrounding area and provide a high standard of amenity for future occupiers.

Landscaping details have been submitted as part of this application and are found to be acceptable. It is noted that whilst two locations for a public art installation have been identified as well as the submission of an indicative public art strategy, further details of this are required to be submitted and will be conditioned accordingly.

## Other Considerations

Flooding, ecology, construction management plan, construction hours, refuse, children's play space, SUDS, air quality and land contamination has all been addressed in the original application by way of submission of technical reports and appropriate conditions recommended accordingly.

## Planning Obligations

The NFFP 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 into statutory legislation, from 5th April 2015, we need to link Education and Health proposals to specific projects in the Borough. In this instance in order to make the development acceptable in planning terms the following obligations are considered to be necessary:-

- Provision of affordable housing as previously set out
- Provision of 3 wheelchair units, not 5 as previously agreed
- Reimbursement of the Councils legal costs associated with the drafting, finalising and monitoring the agreement.
- Payment in lieu of the provision of wheelchair units
- £504,045.51 Education contribution - project to be identified.
- £197,000 health contribution - project to be identified
- £2500 Car Club contribution
- £ 20000 Town Centre contribution
- £700000 max amount for affordable housing contribution (overage clause)

The applicant has agreed to an updated legal agreement to secure the above obligations where necessary.



## Summary

The proposed development of the site raises issues associated with the nature and scale of the proposed development and its impact on neighbouring residential properties. This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including third party representations. As discussed in this report the amended redevelopment of this site in the nature proposed is considered to make an acceptable contribution to the overall provision of the development. On balance the current proposal is considered to result in acceptable amendments that accord with the relevant planning policies.

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

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

**and the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of three years from 28 March 2012, this being the date on which the permission was first granted.**

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

- 2 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.**

- 3 The landscaping scheme as shown on the submitted drawings 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 a similar size and species to those originally planted.**

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

- 4 The external surface materials shall be applied as approved under condition 4 of planning permission reference 13/01094/MATAMD**

(excluding the change in materials and amendments to the roof of the southern low rise block hereby approved) detailed on plans reference:

Drawing no. 11.13.2803 Rev. D ' Facade cladding control detail GRC and aluminium cladding vertical details' dated 23rd July 2015

Drawing no. 11.13.2804 Rev.D ' Facade cladding control detail GRC and aluminium cladding vertical details' dated 23rd July 2015

Bay Study and Material Information: Main Residential Block: South Facade Sheet number: 11.13.700

Bay Study and Material Information: Main Residential Block: North Facade Sheet number: 11.13.701

Bay Study and Material Information: North Elevation Low Level Areas and western residential Block Plaza and Western Elevation of High Rise Residential Sheet number 11.13.702

Roof Study and Material Information: Low Rise Residential: Roof and West Elevation sheet number 11.13.703

Bay Study and Material Information: Low Rise Residential Block: Westmoreland Road Facade sheet number 11.13.704

Bromley South Hotel: Elevation Bay Study 1 and 2 prepared by SEW

The development shall be implemented in accordance with the approved details unless otherwise agreed in writing in writing with 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

5 The window details shall be as approved under condition 5 of planning permission reference 13/01094/MATAMD (excluding the changes hereby approved within this application) detailed on plans reference:

Bay study and materials information:main residential block: south facade. Sheet no. 11.13.700 received 18th September 2015

Bay study and materials information:main residential block: north facade. Sheet no. 11.13.701 received 18th September 2015

Bay study and materials information: north elevation low level areas and western residential block plaza and western elevation of high rise residential. Sheet no. 11.13.702 received 18th September 2016

Roof study and material information: low rise residential: rood and west elevation. Sheet no. 11.13.703 received 18th September 2015

Bay study and material information: low rise residential : Westmoreland Road facade. Sheet no. 11.13.704 received 18th September 2015

Drawing no. 11.13.2332 Rev.E 'recessed balcony typical plan detail' dated April 2015 received 18th September 2015

Drawing no. 11.13.501 Rev G. ' glass balustrade over balcony, GRC fascia' dated 28th July 2014 received 18th September 2015

Drawing no. 11.13.503 Rev.F 'GRC balustrade over balcony' dated 28th July 2014 received 18th September 2015

Drawing no. 11.13.505 Rev. E 'Recessed balcony insultated soffit' dated 28th July 2014 received 18th September n2015

Drawing no. 11.13.507 Rev. F 'GRC balustrade over concrete recessed balcony' dated 28th July 2014 received 18th September 2015

Drawing no. 1200 Rev. C01 'Fortictrete wall details' dated 6th December 2013 recieved 18th September 2015

**Bromley South Hotel: Elevation Bay Study 1 and 2 prepared by SEW received 18th September 2015**

**The UNI\_ONE Collection-COPLANAR brochure extract received 18th September 2015**

**Velux Integra Centre - pivot Roof Windows brochure extract received 18th September 2015**

**The development shall be implemented in accordance with the approved details unless otherwise agreed in writing in writing with 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.**

**6 The drainage works shall be carried out in accordance with the details approved under condition 6 of permission 13/01094/MATAMD that being:**

**Drawing no. 126 rev. J 'Drainage Layout' dated January 2012**

**Drawing no. 158 Reb. H 'Section 104 Drainage Layout' dated January 2013**

**Drawing no. 162 'Section 104 Drainage Details' dated January 2013**

**The scheme shall be implemented, maintained and managed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.**

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

**7 The layout of the access road and turning area including its junction with Westmoreland Road, the proposed levels of the road and turning area and their suitability for the movement of buses and the dimensions of visibility splays shall be carried out as per the details approved under condition 7 of application 13/01094/MATAMD (within conditions application DC/13/01094/CONDIT) that being:**

**Drawing no. SK273 'Alternative 12m Bus Swept Path Analysis' dated October 2011**

**Drawing no. 100000219-C-SK01-01 Rev.B ' Proposed Traffic Signals Layout' dated 19th December 2014**

**Drawing no. SK265 Rev.G 'Swept Path Analysis' dated October 2011**

**Email from Project Centre dated 29th May 2014**

**Letter from TFL dated 13th May 2014**

**These access arrangements shall be completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 1m in height within the approved splays except for trees selected by the Authority, and the permitted visibility splays shall be permanently retained as such. The works shall be implemented, maintained and managed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.**

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

**8** The permitted parking spaces and manoeuvring areas shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land indicated or in such a position as to preclude vehicular access to the said land unless otherwise agreed in writing with the Local Planning Authority.

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

**9** 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.

**10** Arrangements for storage of refuse and recyclable materials shall be completed in accordance with the details approved under condition 10 of planning permission reference 11/03865/FULL1 before any part of the development hereby permitted is first occupied and shall be permanently retained thereafter, 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 order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

**11** Details of cycle parking (including covered storage facilities where appropriate) and a programme of rollout shall be submitted to and approved in writing by the Local Planning Authority within six months of the date of this decision notice. The approved cycle parking/storage facilities shall be provided at the site in accordance with the approved details and shall be permanently retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

**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.

**12** Details of a scheme to light the access road and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London prior to commencement of any part of these works (the Section 278 works). The approved scheme shall be self-certified to accord with BS 5489 - 1:2003. The works shall be implemented before the development is first occupied and maintained and managed in accordance with the approved details

thereafter unless otherwise agreed in writing with the Local Planning Authority.

**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.

**13** Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with the details approved under condition 13 of planning permission reference 11/03865/FULL1 unless otherwise agreed in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Authority throughout the course of construction.

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

**14** Details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

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

**15** The Construction Management Plan approved under condition 15 of planning permission reference 11/03865/FULL1 (as permitted on the 29th January 2013) and shall be implemented in accordance with the agreed timescale and details unless otherwise agreed in writing with the Local Planning Authority.

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

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

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

**17** No part of the development hereby permitted shall be occupied until details have been submitted to and approved in writing by the Local

**Planning Authority of arrangements for establishment of a car club in conjunction with a provider to serve the development. The approved arrangements for the car club shall be in operation before first occupation of any part of the residential development and shall be permanently retained thereafter.**

**Reason: In order to provide for the transport needs of the development and comply with Policies T3 and T18 of the Unitary Development Plan.**

**18 A scheme for protecting the proposed dwellings from road and rail traffic noise, which shall include appropriate glazing in windows, shall be submitted to and approved in writing by the Local Planning Authority prior to installation of the approved noise mitigation measures and the scheme shall be implemented before occupation of the dwellings directly affected by road and rail noise and permanently retained as such thereafter.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan, 4A.20 of the London Plan, the Mayors Ambient Noise Strategy and to ensure a satisfactory standard of residential amenity.**

**19 Dwellings capable of occupation by wheelchair users shall be implemented in accordance with the details approved under condition 19 of permission 13/01094/MATAMD (as permitted on the 12th June 2014).**

**Reason: In order to comply with Policy 3.8 of the London Plan.**

**20 The development hereby permitted shall be implemented in accordance with the details of measures to minimise the risk of crime (approved under condition 20 of planning permission reference 11/03865/FULL1), according to the principles and physical security requirements of Secured by Design. The approved measures shall be implemented before the development is occupied and thereafter retained, unless otherwise agreed in writing with the Authority.**

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

**21 The ceilings and walls between the restaurants and drinking establishments and the upper floors of the premises and the adjacent properties shall be so adapted as to achieve a reasonable resistance to airborne sound and heat transference as far as is practical having regard to existing construction, technology and good practice. These works shall be implemented before the residential apartments hereby permitted are first occupied in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and shall be permanently retained thereafter.**

**Reason: In order to comply with Policy S9 of the Unitary Development Plan and to ensure a satisfactory standard of amenity for adjacent properties.**

**22 The scheme of lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be implemented in accordance with the details approved under condition 22 of permission 13/01094/MATAMD that being:**

**Road and Street Lighting Assessment prepared by MTT dated 7th July 2014**

**and thereafter the approved scheme shall be permanently maintained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of amenity and public safety.**

**23 No structure, plant, equipment or machinery shall be placed erected or installed on or above the roof or on external walls without the prior approval 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.**

**24 The development hereby permitted shall be implemented in accordance with the slab levels details approved under condition 24 of permission 13/01094/MATAMD (as permitted on the 12th June 2014).**

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

**25 The scheme to provide means of access to the development for persons with disabilities shall be implemented in accordance with details approved under condition 25 of permission 13/01094/MATAMD (as permitted on the 12th June 2014) and shall be permanently retained thereafter unless otherwise agreed in writing with the Authority.**

**Reason: In order to comply with Chapter 3 Objectives 2 & 4 and Policy 3A.17 of the London Plan and in order to provide adequate means of access for disabled persons.**

**26 Details of a programme for the rollout of car parking provision shall be submitted to and approved in writing by the Local Planning Authority within six months of the date of this decision notice and the car parking shall be made available in accordance with the approved details unless otherwise agreed in writing with the Authority.**

**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.**

**27 The development hereby permitted shall be carried out in accordance with the contaminated land assessment and associated remedial strategy approved under condition 27 of planning permission ref. 11/03865/FULL1(permitted on the 29th January 2013) unless otherwise agreed in writing by the Local Planning Authority.**

**a) 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.

b) 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.

c) 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.

**28** Details of a closed circuit television monitoring system (including a phasing plan for implementation) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby permitted and shall be installed in accordance with the approved phasing plan. The installed CCTV system shall be retained as such thereafter and maintained and managed in accordance with manufacturer's details.

**Reason:** In the interests of safety and security and to accord with Policy BE1(viii) of the Unitary Development Plan.

**29** A sculpture, work of art, decorative device, historic artefact, or strategic or collective project shall be erected or otherwise provided as part of the development in line with the locations identified within plan no. 0153-CDT-192-Rev01 and the Public Art Strategy hereby permitted prior to occupation of any flat within Residential Core E (representing the final phase of development) in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall be permanently retained as such to the Authority's satisfaction unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** In the interest of the history, culture and visual amenities of the area and to comply with Policy BE5 of the Unitary Development Plan.

**30** Junction improvements of the reconfigured Simpson's Road and Westmoreland Road shall be implemented in accordance with the details approved under condition 30 of planning permission ref. 13/01094/MATAMD (permitted on 16th June 2015) those being:

Drawing no. SK273 'Alternative 12m Bus Swept Path Analysis' dated October 2011

Drawing no. 100000219-C-SK01-01 Rev.B 'Proposed Traffic Signals Layout' dated 19th December 2014

Drawing no. SK265 Rev. G 'Swept Path Analysis' dated October 2011

Drawing no. SK274 'Swept Path Analysis' dated October 2014

Email from Project Centre dated 29th May 2014

Letter from TFL dated 13th May 2014



**The details submitted for the junction improvements shall be completed in accordance with the approved details before any part of the development is first occupied**

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

**31 Prior to first occupation of the cinema (Class D2) and/or restaurant facilities (Class A3) hereby permitted, the public toilet facilities indicated on plan No. 11.13.25J shall be provided and these facilities shall be permanently retained thereafter unless otherwise agreed in writing with the Local Planning Authority.**

**Reason: In order to ensure that adequate public toilet facilities are provided within the development.**

**32 The uses within Classes A3 and A4 (restaurants and drinking establishments) hereby permitted shall not operate before 8am and no customers shall be admitted to the premises after 11pm and all customers shall have left the premises by 12am on Monday to Sunday (inclusive) unless otherwise agreed in writing with the Local Planning Authority.**

**Reason: In the interests of the amenities of the occupants of nearby residential properties.**

**33 Details of electric car charging points shall be submitted to and approved in writing by the Local Planning Authority and the charging points shall be installed in accordance with the approved details before any of the car parking spaces hereby permitted are first used unless otherwise agreed in writing by the Authority and shall be permanently retained in working order thereafter.**

**Reason: In the interests of promoting more sustainable means of car travel.**

**34 Detailed plans of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate fumes and odours (and incorporating activated carbon filters where necessary) for each individual Class A3 and Class A4 unit shall be submitted to the Local Planning Authority for approval; after each system has been approved in writing by the Authority, it shall be implemented in accordance with approved details before the use of that individual unit first commences unless otherwise agreed in writing by the Authority and shall thereafter be permanently retained in an efficient working manner.**

**Reason: In order to comply with Policies S9 and ER9 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

**35 The results of the site wide energy strategy approved under condition 35 of application 13/01094/MATAMD (permitted on the 11th February 2014) shall be incorporated into the final design of the buildings prior to first occupation. The final designs, including the energy generation, detailed layout and elevations shall be submitted to and approved in writing by the Authority prior to installation and shall be retained thereafter in operational**

working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

**Reason:** In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2011.

**36** The works to realign, divert and improve the culverted river (including the diversion of services) shall be implemented in accordance with the plans and details hereby approved before any part of the development is first commenced unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In order to maintain access to the culverted River Ravensbourne and to comply with PPS25.

**37** The bus stand and turning area hereby permitted shall be completed in accordance with the approved details before any part of the development hereby permitted is first occupied unless otherwise agreed in writing by the Local Planning Authority in consultation with Transport for London and shall be permanently maintained thereafter.

**Reason:** In order to maintain waiting and turning facilities for buses within the site.

**38** Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**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.

**39** Details shall be submitted to and approved in writing by the Local Planning Authority of proposals for the construction of all the dwellings hereby permitted as "Lifetime Homes" in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan "Accessible London: achieving an inclusive environment" (April 2004) prior to construction of any of the residential dwellings hereby permitted. The dwellings shall be constructed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** In order to comply with Policy 3.8 of the London Plan and the Supplementary Planning Guidance to the London Plan "Accessible London: achieving an inclusive environment".

**40** No impact piling shall take place without the prior approval in writing of the local planning authority in consultation with the relevant water or sewerage undertaker.

**Reason:** The proposed works will be in close proximity to underground water and sewerage utility infrastructure and piling has the potential to impact upon this infrastructure.

**41** The specialist access consultant approved under condition 41 of planning permission reference 11/03865/FULL1 shall liaise with the developer and/or his architect or engineer to approve details of accessibility, oversee the works and report to the Council throughout the period of the works in so far as the works may affect access issues on the site. After commencement of the project, all persons employed or engaged on the project shall immediately comply with any reasonable instruction, advice or request given or made by the specialist access consultant in respect of works in so far as they relate or affect accessibility within the development.

**Reason:** In order to comply with Policy T5 of the Unitary Development Plan and to ensure that all access issues associated with this challenging site can be adequately addresses.

**42** Details shall be submitted to the Local Planning Authority of a Delivery Service Plan before any part of the development is occupied unless otherwise agreed in writing with the Local Planning Authority. After it has been approved in writing by the Authority the Plan shall be implemented in accordance with the approved details and operated thereafter. The Plan shall include measures for annual monitoring and updating.

**Reason:** In order to provide adequate, safe and convenient access for service vehicles and in the interest of the free flow of traffic and conditions of highway safety, to comply with policy T18 of the Unitary Development Plan.

**43** The development hereby permitted shall be carried out in accordance with the following approved plans:

**11.13.70 D - Proposed Elevations**

**11.13.71 D - Proposed Elevations**

**11.13.72 E - Proposed Elevations**

**11.13.72 E - Proposed Elevations**

**11.13.73 E - Proposed Elevations**

**11.13.74 D - Proposed Elevations**

**11.13.75 D - Proposed Elevations**

**11.13.77 H - Proposed Elevations**

**11.13.78 H - Proposed Elevations**

**11.13.60 F - Proposed Approved and Comparison Elevation A**

**11.13.61. E - Proposed Approved and Comparison Elevation B**

**11.13.62 E - Proposed Approved and Comparison Elevation C**

**11.13.63 F - Proposed Approved and Comparison Elevation F**

**11.13.64 E - Proposed Approved and Comparison Elevation E**

**11.13.65 E - Proposed Approved and Comparison Elevation F**

**11.13.66 E - Proposed Approved and Comparison Elevation E**

**11.13.67 and 68 - Proposed Elevations**

**0153-0323-C08 - Proposed Elevations (hotel)**

**0153-0322-C06 - Proposed Elevations (hotel)**

**0153-0321-C06 - Proposed Elevations (hotel)**

**0153-0320-C06 - Proposed Elevations (hotel)**

**11.13.01 Site Location Rev B**

**11.13.15L Proposed Floor Plan Level -6**

**11.13.16O Proposed Floor Plan Level -5 and 5a**

11.13.18O Proposed Floor Plan Level -4 and 4a  
 11.13.20P Proposed Floor Plan Level -3 and 3a  
 11.13.22O Proposed Floor Plan Level -2 and 2a  
 11.13.24Q Proposed Floor Plan Level -1 and 1a  
 11.13.25J Proposed Floor Plan Level 0  
 11.13.26J Proposed Floor Plan Level +1  
 115006\_L(36) 01 AB\_P002 A Proposed Floor Plan Level +1  
 115006\_L(36) 01 CDE\_P004 A Proposed Floor Plan Level +1  
 11.13.27J Proposed Floor Plan Level +2  
 115006\_L(36) 02 AB\_P003 A Proposed Floor Plan Level +02  
 115006\_L(36) 02 CDE\_P005 B Proposed Floor Plan Level +02  
 11.13.28I Proposed Floor Plan Level +3  
 115006\_L(36) 03 CDE\_P006 A Proposed Floor Plan Level +3  
 11.13.29I Proposed Floor Plan Level +4  
 115006\_L(36) 04 CDE\_P007 B Proposed Floor Plan Level +4  
 11.13.30I Proposed Floor Plan Level +5  
 115006\_L(36) 05 CDE\_P008 A Proposed Floor Plan Level +5  
 11.13.31I Proposed Floor Plan Level +6  
 115006\_L(36) 06 CDE\_P009 B Proposed Floor Plan Level +6  
 11.13.32H Proposed Floor Plan Level +7  
 115006\_L(36) 07 CDE\_P010 A Proposed Floor Plan Level +7  
 11.13.33I Proposed Floor Plan Level +8  
 115006\_L(36) 08 CDE\_P011 A Proposed Floor Plan Level +8  
 11.13.34K Proposed Floor Plan Level +9  
 115006\_L(36) 09 CDE\_P012 B Proposed Floor Plan Level +9  
 11.13.35J Proposed Floor Plan Level +10  
 115006\_L(36) 10 CDE\_P013 B Proposed Floor Plan Level +10  
 11.13.36J Proposed Floor Plan Level +11  
 115006\_L(36) 11 CDE\_P014 A Proposed Floor Plan Level +11  
 11.13.37J Proposed Floor Plan Level +12  
 115006\_L(36) 12 CDE\_P015 A Proposed Floor Plan Level +12  
 11.13.38J Proposed Floor Plan Level +13  
 115006\_L(36) 13 CDE\_P016 A Proposed Floor Plan Level +13  
 11.13.39J Proposed Floor Plan Level +14  
 115006\_L(36) 14 CDE\_P017 A Proposed Floor Plan Level +14  
 11.13.40J Proposed Floor Plan Level +15  
 115006\_L(36) 15 CDE\_P018 A Proposed Floor Plan Level +15  
 11.13.41J Proposed Floor Plan Level +16  
 115006\_L(36) 16 CDE\_P019 A Proposed Floor Plan Level +16  
 11.13.42J Proposed Floor Plan Level +17  
 115006\_L(36) 17 CDE\_P020 A Proposed Floor Plan Level +17  
 11.13.43J Proposed Floor Plan Level +18  
 115006\_L(36) 18 CDE\_P021 B Proposed Floor Plan Level +18  
 11.13.44J Proposed Floor Plan Level +19  
 115006\_L(36) 19 CDE\_P022 B Proposed Floor Plan Level +19  
 0153-SK447 - Link Bridge Sketch Design  
 0153-CDT-192 Rev 01 - Landscaping Plan and FFL  
 115006 A(62) Y ZZ D7401 B - General height Coordination Schedule  
 115006 A(62) Y ZZ D7401 C - General height Coordination Schedule  
 115006\_L(98) 06 D\_H078 - Unit Audit Review Wheelchair Units  
 115006\_L(98) 02 D\_H058 - Unit Audit Review Wheelchair Units  
 115006\_A(74) 6 D\_D8077 B Bathroom Detail Drawing Wheelchair Units  
 115006\_A (74) 4 D\_D8067 B Bathroom Detail Drawing  
 115006\_A(73) 04 D\_D8568 Kitchen Layout Wheelchair Units  
 115006\_L(98) 04 D\_H068 Unit Audit Review Wheelchair Units

115006\_A(73) 02 D\_D8558 Kitchen Assembly Layout Wheelchair Units  
115006\_A(73) 06 D\_D8578 Kitchen Assembly Layout Wheelchair Units  
115006\_A(74\_2 D\_D8057 B Bathroom assembly layout Wheelchair  
Units

Supporting Design and Access Statement (4th November 2016) and drawings within.

Bromley South Central - Studio Egret West Landscape Maintenance and Management Plan Rev 00 Dated: 02.04.15

Bromley South Central - Studio Egret West - Statement to Discharge Landscape Condition

0153\_0152\_PO2 - Illustrative Masterplan

0153\_0154\_P00 - Proposed Tree Locations

0153\_0155\_P00 - Level 02 Detailed Planting Plan

0153\_0156\_P00 - Staircase Detailed Planting Plan

0153\_0190\_P00- Landscape Finishes, L00

0153\_0191\_P00 - Landscape Finishes Upper Level

0153\_9050\_P00 - Public realm materials outline specification

- 44 Unless agreed in writing with the Local Planning Authority, at any time the noise level from any plant (including ventilation, extraction or air conditioning plant) in terms of dB(A) shall be 5 decibels below the relevant minimum background noise level (LA90 15mins) measured at the nearest noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA.

Reason: In order to comply with Policy S9 of the Unitary Development Plan and to ensure a satisfactory standard of amenity for adjacent properties.

- 45 A minimum separation of 4 metres shall be provided between the buildings hereby permitted and both the River Ravensbourne and the River Ravensbourne East Branch culverts, except to the rear of Nos. 2 and 4 Newbury Road where the separation shall be no less than 3.1 metres.

Reason: In order to retain operational access to the river culverts and prevent an increased risk of flooding.

- 46 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (dated 28/02/2012 - FRA/397111 revision 5 by PEP) and the finished floor levels and water entry thresholds shall be set no lower than set out in the FRA.

Reason: In order to reduce the risk of flooding to the proposed development and future occupants.

- 47 The flood compensation works approved under condition 47 of planning permission reference 11/03865/FULL1 shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to reduce the risk of flooding to the proposed development and future occupants.

**48** The surface water drainage details shall not include infiltration into the ground other than with the written consent of the Local Planning Authority, which may be given if it can be demonstrated that there will be no risk to controlled waters.

**Reason:** In order to comply with Policy ER7 of the Unitary Development Plan and to ensure that any risks relating to contamination discovered during development are dealt with appropriately.

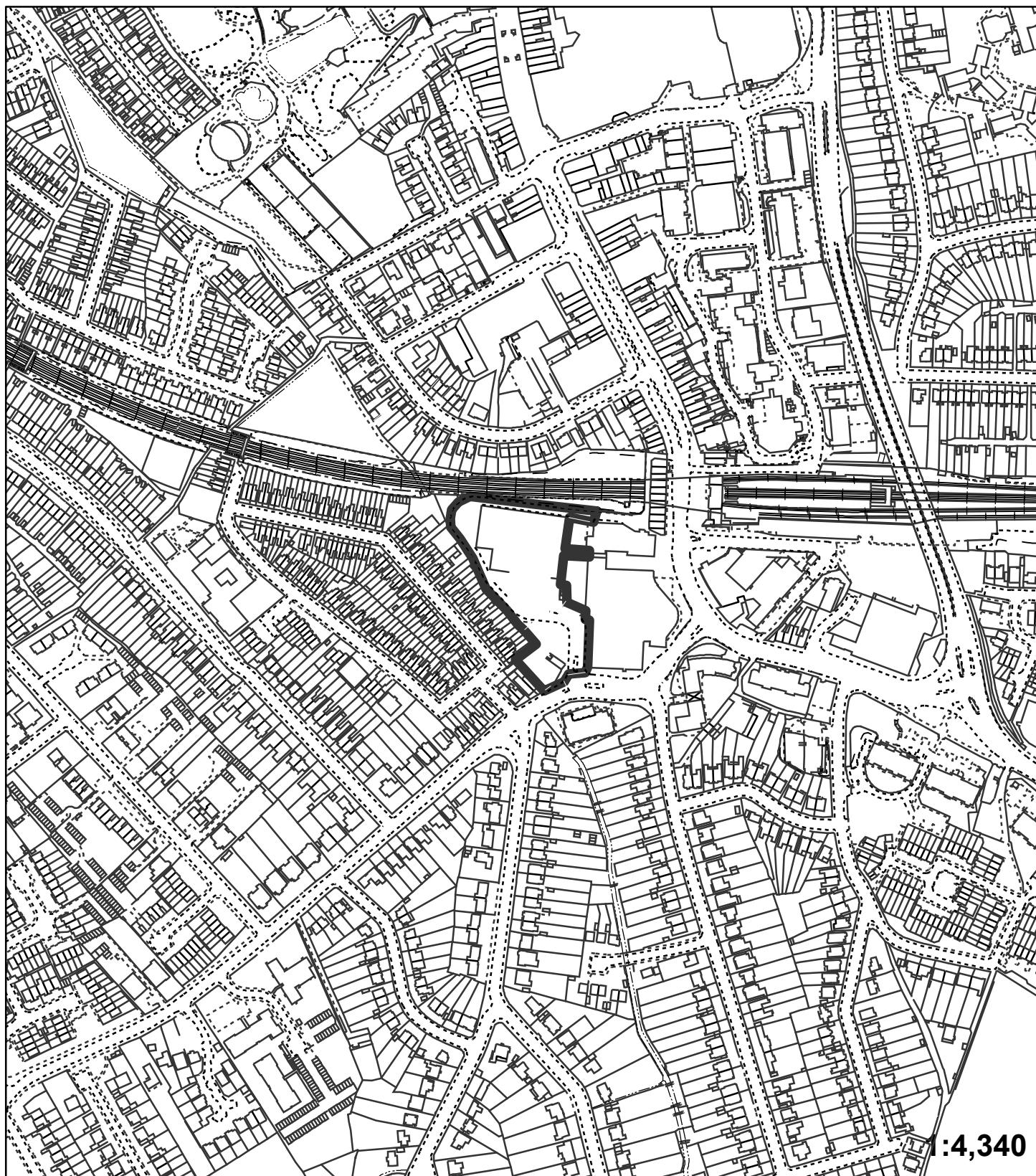
**49** Prior to the first occupation of the residential component of Block A, the windows identified as being obscure glazed in plan ref. 11.13.73 Rev E shall be obscured in accordance with those details and permanently retained as such thereafter.

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

**Application:**16/05119/MATAMD

**Address:** Multistorey Car Park Simpsons Road Shortlands Bromley

**Proposal:** Section 73 application for the demolition of existing buildings and redevelopment with mixed use scheme comprising multi-screen cinema, 200 flats, 130 bedroom hotel, Class A3 units (restaurant and cafe) including 1 unit for flexible Class A1 (retail shop), Class A3 (restaurant and



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

This page is left intentionally blank



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

**Application No :** 17/01038/FULL6

**Ward:**  
**Petts Wood And Knoll**

**Address :** 9A Irene Road, Orpington BR6 0HA

**OS Grid Ref:** E: 545914 N: 166614

**Applicant :** Mr R Akers

**Objections :** YES

### **Description of Development:**

Outbuilding to rear. RETROSPECTIVE APPLICATION.

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 4

### **Proposal**

Retrospective planning permission is sought for a detached single storey outbuilding situated in the rear garden. The outbuilding at present measures 12m in width, 4.8m in depth with a height of 2.5m to the eaves and 3.5m to the top of the ridge. The building has been sited 2.05m from the southern boundary and 2.15m from the western boundary. The plans indicate that the rooms are used as a garden/studio room and for storage. Internal and external photographs were taken by the case officer during the site visit which can be seen on the planning file.

It is noted that the property does not benefit from permitted development rights.

### **Location**

The property is sited on the western side of Irene Road and is in a residential area. The property is not listed and not located within a conservation area.

### **Consultations**

Nearby owners/occupiers were notified of the application and representations were received (including from the Knoll Residents Association) which can be summarised as follows:

- outbuilding too big for the site
- rear of the plot and highly visible for residents in Sequoia Gardens and Novar Close
- ugly eyesore

- breach of planning regulations
- permitted developments rights have been removed in order to prevent overdevelopment and protect residential amenity
- retrospection permission should not be granted
- outbuilding should be removed.

## **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

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 draft Local Plan will be to the Secretary of State in mid 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**

Planning permission was granted under ref.14/03673 for the demolition of existing dwelling and erection of 1 five bedroom and 1 four bedroom dwellings. This permission removed permitted development rights for the property.

## **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.

## **Impact upon character and appearance of the area**

The proposal is for an outbuilding to the rear of the property which will be used by the occupiers for purposes incidental to the main house and is of a typical outbuilding style. Ordinarily this type of outbuilding would be permitted development, however these rights were removed as part of the original permission for the new house in 2014 and therefore planning permission is required.

Given it is located to the rear of the property, it is not considered to be detrimental to the character and appearance of Irene Road. The roof plane is slightly visible as viewed from the gap between 14 and 16 Sequoia gardens, given the elevated

position of the site, but it is not considered to result in a significant degree of harm to the character of the area given the limited visibility above the existing rear boundary fence.

### **Impact upon residential amenity**

In respect of the amenities of adjacent neighbours, there have been concerns raised from the resident's association regarding the impact upon the properties in Sequoia Gardens and Novar Close in terms of an overdevelopment of the site and the visual impact.

It is appreciated that due to the slope of the land and the elevated position of the site, the outbuilding will be seen from the properties along Sequoia Gardens. However the maximum height of the building will be 3.5m to the ridge and due to the building being set away 2m from the rear boundary, only the roof plane is visible. Therefore whilst the outbuilding does result in a degree of visual impact on the dwellings in Sequoia Gardens, this is not considered to be so harmful to justify a refusal of planning permission on amenity grounds.

A condition can also be attached to ensure the cabin can only be used for purposes incidental to the main dwellinghouse.

For the reasons discussed above, the outbuilding is considered to be acceptable subject to conditions.

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

### **RECOMMENDATION: PERMISSION**

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

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

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

This page is left intentionally blank

**Application:**17/01038/FULL6

**Address:** 9A Irene Road Orpington BR6 0HA

**Proposal:** Outbuilding to rear. RETROSPECTIVE APPLICATION.



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

This page is left intentionally blank

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

**Application No :** 17/01557/FULL6

**Ward:**  
**West Wickham**

**Address :** 50 Wood Lodge Lane, West Wickham  
BR4 9NA

**OS Grid Ref:** E: 538525 N: 165251

**Applicant :** Mr Cliff Smee

**Objections : YES**

### **Description of Development:**

Single storey front/side and rear extension and first floor side extension. Steps and extended patio area

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Smoke Control SCA 51

### **Proposal**

Planning permission is sought for a single storey front/side rear extension and first floor side extension. Steps and extended patio area.

The application site forms one pair of a pair of semi-detached properties located on the southern side of Wood Lodge Rd, West Wickham. The surrounding area is predominantly residential, characterised by pairs of semi-detached properties.

### **Consultations**

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

- o The proposed extension is large and appears out of scale with the adjoining properties
- o The current pair of semi's will appear more like a terrace
- o There is a large height difference between No's 50 & 48 Wood Lodge Lane
- o The single storey extension into the garden appears to extend at least as far as the existing detached garage, however it would be higher. It is also shown with an overlooking side window.
- o Construction works could cause disturbance for the existing foundations at No.48

- o The proposed extension is far in excess of any extensions to other semi-detached properties on this side of the road.
- o The wood cladding in place of bricks would also be out of keeping with the character of other similar properties
- o The proposed extension would completely change the outlook at rear
- o The proposed rear extension would be a metre from my patio windows
- o The extension would exclude light especially in the afternoons
- o The windows in the extension would overlook my property and lessen the privacy of both properties

## **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
- G6 Land adjoining Green Belt or Metropolitan Open Land
- H8 Residential Extensions
- H9 Side Space

- SPG 1 General Design Principles
- SPG 2 Residential Design Guidance

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 draft Local Plan will be to the Secretary of State in mid 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

## **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.



The Council's SPG guidance also indicates the importance of retaining the architectural integrity of the host dwelling, with extensions being required to respect the building's composition, especially the roof and rhythm of form.

The proposed extension would enlarge the bulk and scale of the property to the side and part of the rear. The side extension is part single storey storey/part two storey. The rear extension is staggered and measures between 1.8 - 7.m in width.

The houses in the surrounding area are all semi-detached dwellings and have a mixture of hipped and half hipped roofs. Some properties have been extended as is the case of No.58, 86 & 92 Wood Lodge Road. No. 58 had a two storey side extension allowed in 2011 under planning application ref:- 11/00254 and a raised patio under planning application ref:- 12/01394.

The proposed side extension is not considered to unbalance the pair of semi-detached properties as the design is such that it would sit down from the ridge and set back from the front elevation and would therefore not be detrimental to the visual amenity of the street scene. The extension is also part single storey towards the front/centre of the property before becoming two storey towards the rear.

In terms of side space it is noted that the first floor extension would comply with Policy H9 of the Council's UDP regarding side space and the spatial characteristics of the area and the buildings character is maintained to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. As such the proposal does not represent a cramped appearance and does not result in unrelated terracing and therefore maintains the spatial standards and level of visual amenity of the streetscene in this case.

The submitted drawings show the existing garage is to be demolished and a single storey extension built in its place that will connect to the part two storey side extension. New steps are to be built to facilitate access down to the rear garden. From the rear of the property the extension will measure 7m in depth x 2.85m in width before stepping in and measuring 3.7m in depth x 2.4m in width and then stepping again and measuring 1.8m in depth x 3.5m in width (nearest to the boundary with No.52). The extension whilst 7.m in depth on the boundary with No.48 is no deeper than the depth of the existing garage.

The elevational plans of the rear extension show a contemporary design with a part flat/part pitched roof with patio doors and high level windows in the rear and flank elevations. The materials are shown to be a mixture of timber cladding, brickwork and aluminium windows.

Whilst the design and materials are not wholly traditional, in particular to the rear, the extensions to the host dwelling as a whole are considered acceptable. The side extension is considered to be in keeping with the two neighbouring properties and wider streetscene.

## Neighbouring amenity

The single store extension as proposed would cause some loss of light to No.52 in the afternoon, due to the orientation of the properties. The rear extension will measure approximately 3.4m in height closest to the boundary with the neighbour at No.52 with a flat roof before pitching upwards to a height of 4.1m closest to the boundary with No.48. The height of the rear extension will be approximately 0.7m-1.3m higher than the existing garage but on balance is considered acceptable on the basis that the rear extension only extends 1.8m in depth closest to the boundary with No.52.

Both neighbours have objected for the reasons set out in the consultations section above. The windows in the flank elevation will result in a loss of privacy to the neighbour and lessen privacy between both properties. In order to overcome this issue the agent has confirmed that they would replace the existing boundary fences with higher fencing to permitted heights and add soft screening. This could be conditioned to ensure that this is carried out.

With regards to the ground floor rear extension which is of a very limited depth in terms of its rearward projection, closest to No.52 would not result in any significant harm to existing residential amenities or the character of the area.

The side extension is not considered to affect the amenities of the neighbour at No.48. No flank windows are shown. A window is shown in the flank elevation of the single storey rear extension. This window can be obscure glazed to prevent any overlooking or a loss of privacy. No.48 has an existing garage attached to the side of their property and extends for the full depth of the house. The single storey rear extension will mean that the rear extension would increase in height over the existing garage however it will be off-set from the boundary. In light of the fact that the extension will mirror the same depth as the existing garage and be off-set from the boundary the extension is not considered to overly affect the amount of sunlight and daylight to the rear of their property.

The new steps and patio area to be created is to be lowered and thereby lessening the overlooking between the two properties. Rear garden levels fall sharply in a southerly direction and the level of the main house is approximately 2 metres up from the garden level. The raised patio provides access from the rear elevation of the host dwellinghouse into the rear garden. The new raised patio area replaces an existing higher patio area.

The height of the patio, limited boundary enclosures and the location of surrounding properties results in some loss of privacy and amenity. The applicants have suggested within their application that they would be prepared to change the boundary material to reduce the impact in terms of loss of privacy and amenity. Members may consider that existing boundary screening could be improved to reduce the impact in terms of the loss of privacy and amenity. Members may consider that an appropriately worded planning condition could be imposed on any approval to minimise loss of privacy as a result of the proposal.

Having had regard to the above it was considered that the development in the manner proposed is acceptable and would not result in a significant loss of amenity to local residents or have a detrimental effect on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) DC/17/01557/FULL6 as 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 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 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.**

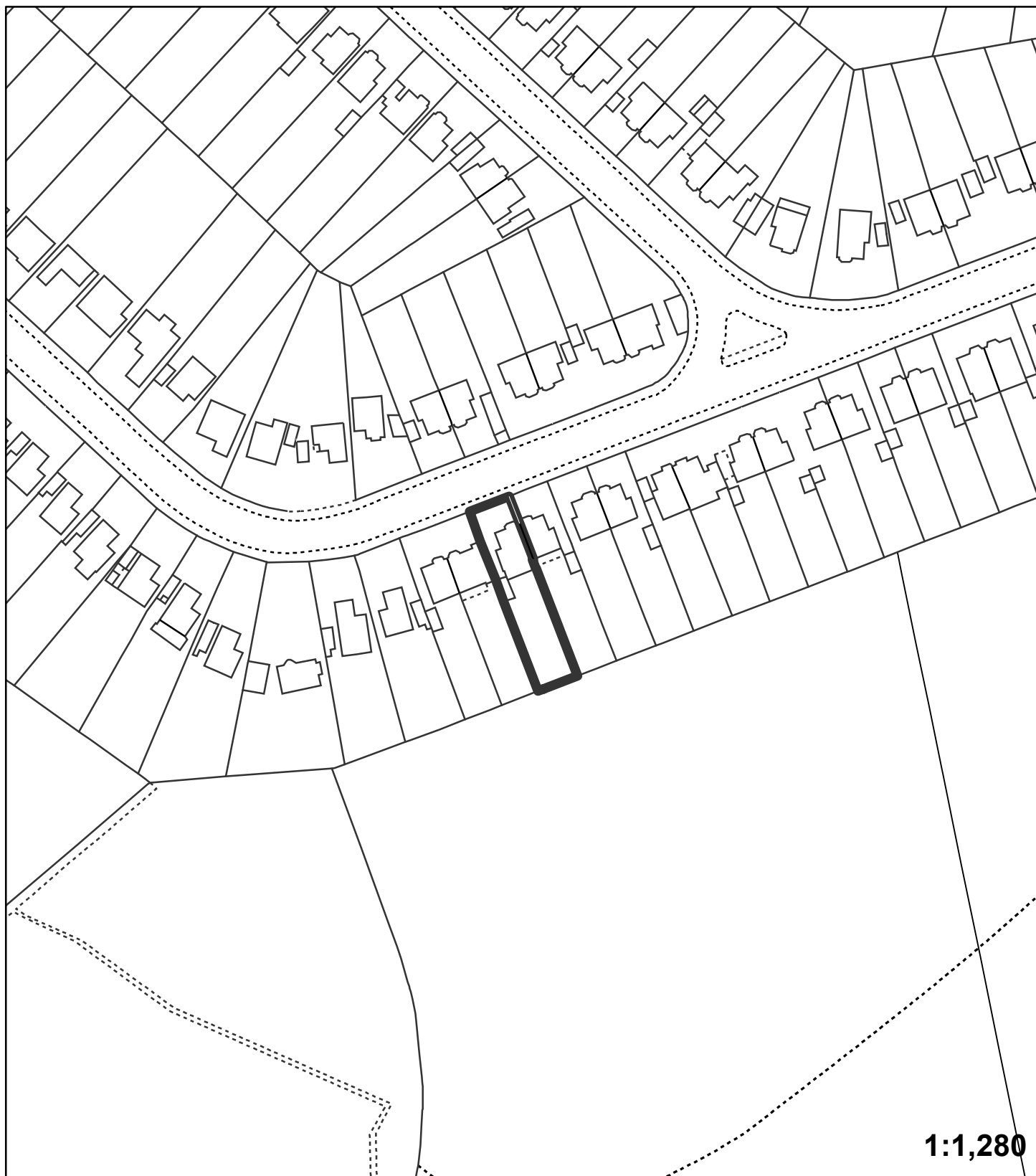
**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.**

- 5 **Before the development hereby permitted is first occupied, the proposed window(s) in the western elevation of the single storey rear extension 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.**

**Application:**17/01557/FULL6

**Address:** 50 Wood Lodge Lane West Wickham BR4 9NA

**Proposal:** Single storey front/side and rear extension and first floor side extension. Steps and extended patio area



This page is left intentionally blank

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

**Application No :** 17/00048/FULL1

**Ward:**  
Farnborough And Crofton

**Address :** 368 Crofton Road, Orpington BR6 8NN

**OS Grid Ref:** E: 543108 N: 165117

**Applicant :** Mr Nick Constantine

**Objections :** YES

### **Description of Development:**

Single storey side/rear extension and change of use of ground floor from Class A2 financial and professional services to Class A3 restaurant with decking to side

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Retail Shopping Frontage Locksbottom  
Smoke Control SCA 11

### **Proposal**

It is proposed to add a single storey side/rear extension to this property, and change the use of the extended building to a restaurant (Class A3). The extension would provide additional seating for the restaurant and a new kitchen at the rear. An outdoor seating area to the side of the building is also proposed as part of the application.

A ventilation system has been submitted which shows the ducting mainly screened behind a parapet wall, with a visible vertical section proposed adjacent to the rear wall of the existing building.

Two tandem car parking spaces are proposed to the rear of the proposed extension accessed from Elm Walk, and the applicant has confirmed that the bins will be located and collected from the rear of the property, as with the other premises in this shopping parade.

The proposed opening hours are:

Mondays - Saturdays: 10.00 hours - 24.00 hours  
Sundays - 10.00 Hours - 22.00 hours

Since the application was submitted, the existing (non-extended) premises have opened as a tapas/wine bar (Class A3/A4), for which planning permission is required. The side decking for outdoor seating proposed under the current application has been built and is in use.

## **Location**

This property comprises an end-of-terrace single storey building on the north-western side of Crofton Road, and was previously occupied as a bank (Class A2). It forms part of a local shopping centre, and backs onto Farnborough Park Conservation Area.

The premises lie adjacent to a restaurant at No.366 to the north-east, and an access road serving St. Michaels Church and the parade of shops.

## **Consultations**

Nearby owners/occupiers were notified of the application and representations were received, including from Farnborough Park Estate Ltd, which can be summarised as follows:

- \* excessive opening hours - other restaurants and pubs may be encouraged to open later
- \* detrimental impact of noise and disturbance to residents at the rear
- \* noise from use of outdoor seating area
- \* noise from use of refuse bins late at night
- \* increased parking along Elm Walk.

A letter of support has also been received to the proposals.

## **Comments from Consultees**

The Highways Officer has commented that the provision of 2 car parking spaces at the rear of the premises is considered acceptable, although in this location where there is on-street parking available, there would be no requirement for any parking to be provided on site. The property currently has a vehicular access from Elm Walk, which is a private road, and as the access would be moved within Elm Walk, the agreement of the landowners would be required to carry out any works within the street.

The proposals originally showed a fire door opening out over the footway, but revised plans were received on 4th April 2017 which now show the door opening inwards.

The Environmental Health Officer has commented that the revised ventilation system submitted on 20th April 2017 is acceptable, and no objections are raised to the outside seating area which is most likely to be used as a smoking area rather than for al fresco dining. A condition could be imposed to restrict the hours of outside dining in this area, but this would not prevent smokers using the area.

The Council's Waste section was consulted on the application, but no comments have been received.



## **Planning Considerations**

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

- BE1 Design of New Development
- S4 Local Centres
- S9 Food & Drink Premises
- 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 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 mid-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 30 - Parking
- Draft Policy 32 - Road Safety
- Draft Policy 37 - General Design of Development
- Draft Policy 95 - Local Centres
- Draft Policy 98 - Restaurants, Pubs and Hot Food Takeaways

London Plan (2015) Policies:

- 4.7 Retail and Town Centre Development
- 5.3 Sustainable Design and Construction
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture

## **Conclusions**

The main issues in this case are; the impact of the proposed change of use on the shopping frontage of the Local Centre; the visual impact of the extension on the character and appearance of the building and the wider area; the impact of the proposal on the amenities of neighbouring residents; and the impact on parking and highway safety in the surrounding area.

### Impact of the proposed use on the Local Centre

The site falls within a Local Shopping Centre, and Policy S4 of the UDP seeks to retain the shopping function of such areas by only permitting the loss of a Class A1 retail unit where the new use would complement the shopping function of the Centre. In this case, the existing permitted use of the premises is as a bank (Class A2), and therefore the proposal would not result in the loss of a retail unit, and the

shopping function of the Centre would not be undermined. Class A3 uses are considered appropriate within Local Centres, and the proposals are not considered to result in an over-concentration of similar uses.

Visual impact on the character of the existing building and the wider area (including the adjacent Conservation Area)

The proposed extension would project to the side and rear of the building on this prominent corner site, but would appear subservient in design, and would contain a parapet wall to the side and rear in order to largely screen the ventilation ducting. The impact of the extension on the adjacent Farnborough Park Conservation Area located to the rear of the property would be limited, and the proposals are not considered to have a detrimental impact on the appearance of the building nor on the visual amenities of the surrounding area.

#### Impact on amenities of neighbouring properties

Policy S9 of the UDP states that permission for new food and drink premises will be permitted where they do not have an adverse impact on residential amenity. The site is located in a commercial area which contains other late opening premises such as restaurants and pubs, and there is a significant degree of separation between the premises and the residential properties to the rear in Elm Walk and Meadow Way.

The proposed opening hours of up to midnight on Mondays to Saturdays with an earlier closing time of 10pm on Sundays is similar to other restaurants and pubs in the area, in particular the next door restaurant Cyprianis. With regard to the outdoor seating area, it is quite a small area and would be largely screened from the residential properties to the rear by the proposed extension. Therefore, Members may consider that it would not be appropriate to further restrict the hours of use of this area beyond the opening hours of the restaurant.

The proposed ventilation system is not considered to have a detrimental impact on the amenities of nearby residential properties, and the collection of bins from the rear of the property is common within this parade.

The proposals are not therefore considered to have a harmful impact on the amenities of neighbouring residential properties, subject to safeguarding conditions.

#### Impact on parking and highway safety

The Council's Highways Officer has raised no concerns about the impact of the proposals on parking and road safety in the vicinity.

#### Conclusion

The proposals are not therefore considered to have a detrimental impact on the shopping frontage of the Local Centre, the visual amenities of the area, including

the adjacent Conservation Area, the amenities of neighbouring residents, or parking and highway safety in the surrounding area.

**as amended by documents received on 31.03.2017 04.04.2017 20.04.2017  
05.05.2017**

**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 The ventilation system indicated on the approved drawing(s) shall be completed before the use hereby permitted first commences and shall thereafter be permanently retained in an efficient working manner.**

**Reason: In order to comply with Policies S9 and ER9 of the Unitary Development Plan and in the interest of the amenities of nearby residential properties.**

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

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

- 5 Customers shall not be admitted to the premises before 10.00 hours on any day, and all customers shall have left the premises by 24.00 hours on Mondays to Saturdays, and by 22.00 hours on Sundays.**

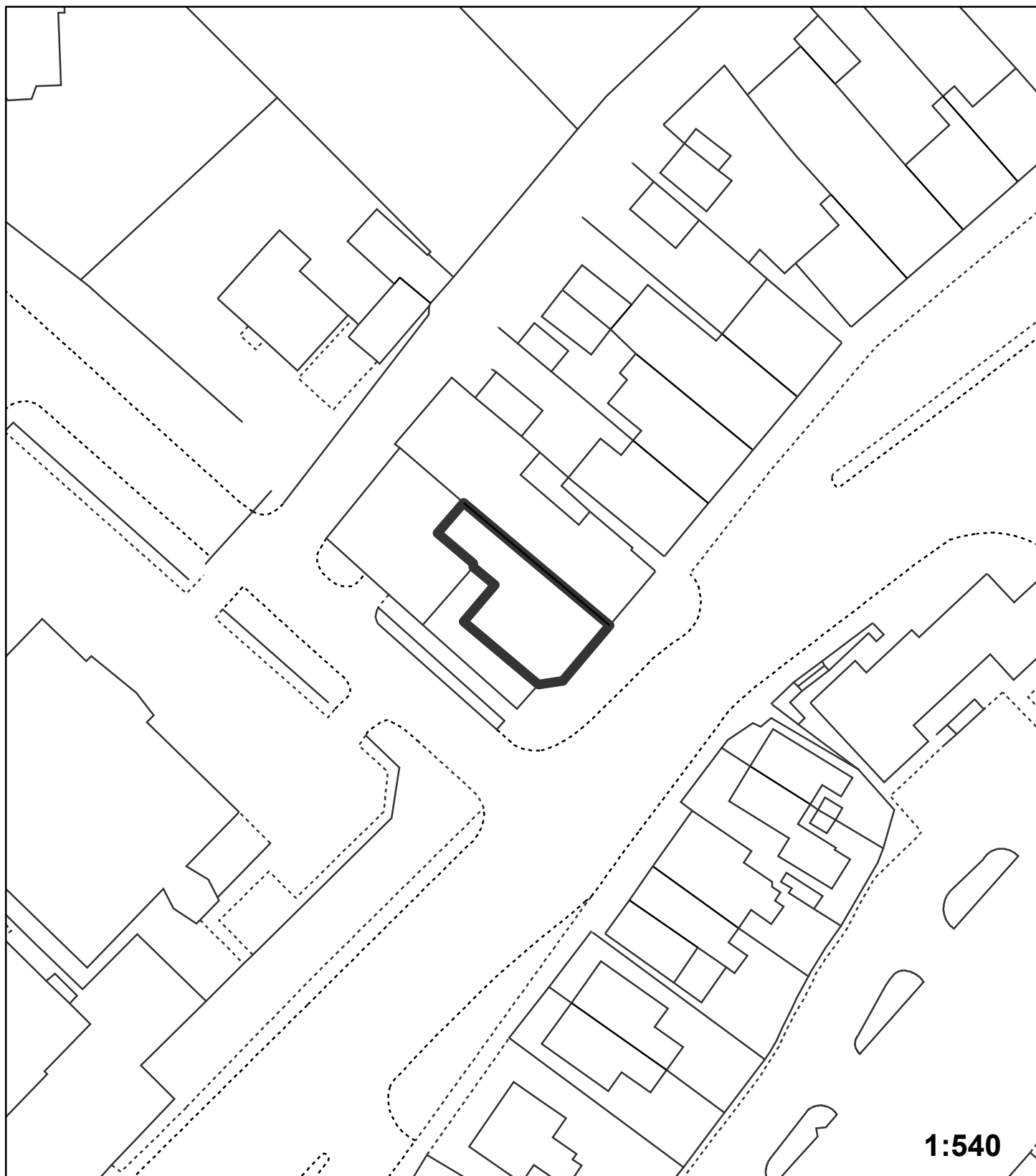
**Reason: In order to comply with Policy S9 of the Unitary Development Plan and in the interest of the amenities of nearby residential properties.**

This page is left intentionally blank

**Application:**17/00048/FULL1

**Address:** 368 Crofton Road Orpington BR6 8NN

**Proposal:** Single storey side/rear extension and change of use of ground floor from Class A2 financial and professional services to Class A3 restaurant with decking to side



"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 :** 17/00652/FULL1

**Ward:**  
Shortlands

**Address :** 93 Shortlands Road, Shortlands,  
Bromley BR2 0JL

**OS Grid Ref:** E: 538721 N: 168570

**Applicant :** Mark Matthews

**Objections :** YES

### **Description of Development:**

Part one/ two storey rear extension and single storey side/rear extension together with new front porch entrance and conversion of building to provide 2 one bedroom, 1 two bedroom and 1 three bedroom flats. Car parking to front, bin stores, cycle stores, amenity space and associated landscaping.

Key designations:

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

### **Proposal**

Planning permission is sought for a part one/ two storey rear extension and single storey side/rear extension together with new front porch entrance and conversion of building to provide 2 one bedroom, 1 two bedroom and 1 three bedroom flats. Car parking to front, bin stores, cycle stores, amenity space and associated landscaping.

The rear extensions are 4.98m depth at ground floor and 3m depth at first floor to the rear west flank of the building. To the east flank the ground floor extension is 1.7m depth at the rear of the existing garage/workshop structure that will be converted to habitable space as part of the proposal. The main entrance to the building will be located centrally within the front elevations.

Materials are indicated to match the existing building.

### **Location**

The site is located on the south side of Shortlands Road and comprises a two storey detached house with a large rear garden.

The site is situated within Shortlands Conservation Area the boundary of which runs along the south east flank of the site adjoining the boundaries of residential properties fronting Hayes Lane outside of the conservation area.

## Consultations

Local residents:

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

- Concerns that not enough parking is provided on site resulting in overflow and congestion on local roads.
- Concerns regarding an existing side facing bedroom window that will become a living room space with the window then causing a greater degree of overlooking to No95 due to its use. It is suggested by the commentator that this window should be fixed shut and obscure glazed.
- Comments that individual units might meet floor space standards but are inappropriate for long term housing in a suburban conservation area.
- Private garden areas of some units overlooked by other units in the building.
- Communal garden area is too small.
- Private gardens and communal gardens are overlooked by adjoining houses at 71 and 73 providing no privacy for future occupiers.
- Proposal provided unsatisfactory living accommodation.
- First floor windows would overlook No 73 with 'catastrophic' loss of privacy at 5.5m from boundary of No73, 17.5m from rear wall and 20m respectively.
- One window obliquely overlooks No 91.
- Two storey rear wall creates intrusive presence with an overbearing sense of enclosure and claustrophobia.
- Inadequate space to extend into 4 units.
- Use of property by 11 people would detrimental level of noise and disturbance.
- Loss of openness, light, outlook, privacy and by noise and disturbance.
- Increased use and vehicle movements at the site will interrupt flow of traffic resulting in unsafe and inconvenient traffic movements.
- Increased car use on the site would harm the character of the conservation area.
- An adjoining occupier has suggested refusal reasons to the Council based over development of the site.

Procedure:

- Concerns regarding the extent of the site visit undertaken to understand the site made by Council Officers.

Officer response: The site has been viewed from the public realm, the rear of the application site and from the rear of No73 Hayes Lane.



#### Shortlands Residents' Association:

- Conservation concerns regarding the appropriateness of moving the entrance door centrally to the front elevation.
- Concerns regarding damage to the character of the conservation area.
- Concerns regarding loss of privacy and amenity to neighbouring property.
- Concerns regarding the suitability of the level of parking proposed on site and intensification of the exit/entrance in terms of highway safety.
- Parking arrangement will result in a different visual appearance compared to similar houses.
- Extent of the development will have an undesired effect on character of the area and residential amenities.

#### **Internal Consultations**

##### Highways:

The site is located in an area with PTAL rate of 1b on a scale of 0 - 6b, where 6b is the most accessible. The existing vehicle access arrangement would be utilised leading to four car parking spaces which is considered acceptable. Six cycle parking spaces to rear of the site are shown which is acceptable. Refuse store location is acceptable.

##### Drainage

No comments.

##### Environmental Health - Pollution:

No objections.

#### **Planning Considerations**

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) include:

- 14: Achieving sustainable development
- 17: Principles of planning
- 29 to 32, 35 to 37: Promoting sustainable transport
- 49 to 50: Delivering a wide choice of high quality homes
- 56 to 66: Design of development
- 131 to 141: Conserving and enhancing the historic environment

##### London Plan

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice

- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 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.
- 7.18 Protecting open space and addressing deficiency
- 7.21 Trees and Woodlands
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

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
- BE11 Conservation Areas
- BE12 Demolition in Conservation Areas
- BE14 Trees in Conservation Areas
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H11 Residential Conversions
- NE7 Development and Trees

ER7 Contaminated Land  
ER10 Light pollution  
T3 Parking  
T6 Pedestrians  
T7 Cyclists  
T16 Traffic Management and Sensitive Environments  
T18 Road Safety

The Council's adopted Supplementary Planning Guidance (SPG) documents are also a consideration in the determination of planning applications. These are:

SPG1 General Design Principles  
SPG2 Residential Design Guidance  
SPG: Southend Road Conservation Area.

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 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 draft Local Plan will be to the Secretary of State in mid 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 9 - Residential Conversions  
Draft Policy 30 - Parking  
Draft Policy 32 - Road Safety  
Draft Policy 33 - Access for All  
Draft Policy 34 - Highway Infrastructure Provision  
Draft Policy 37 - General design of development  
Draft Policy 41 - Conservation Areas  
Draft Policy 43 - Trees in Conservation Areas.  
Draft Policy 73 - Development and Trees  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 112 - Planning for Sustainable Waste management  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 115 - Reducing flood risk  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 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

07/03110/FULL6: Single storey rear extension. Approved 20.11.2007

## Conclusions

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

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

### Principle of development

Policy H11 states that a proposal for the conversion of a single dwelling into two or more self contained residential units or into self-contained accommodation will be permitted provided that the amenities of occupiers of neighbouring dwellings will not be harmed by loss of privacy, daylight or sunlight or by noise and disturbance; the resulting accommodation will provide a satisfactory living environment for the intended occupiers; on street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions nor affect the character or appearance of the area; and the proposal will not lead to the shortage of medium or small sized family dwellings in the area.

The host property is a large dwellinghouse occupied over the ground and upper floors as a single unit of occupation with a good level of internal floor space. On this basis the principle of the conversion appears acceptable subject to compliance with other policies as assessed below.

### Density

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

The site has a PTAL rating of 1b and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-65 dwellings per hectare. The proposed development would have a density of 53 dwellings per hectare.

Whilst the proposed development would sit within these ranges, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development. Policy 3.4 is clear that in optimising housing potential,

developments should take account of local context and character, design principles and public transport capacity. Subject to more detailed consideration of the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable in principle only.

## Design and Conservation

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

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

Policy BE11 states that in order to preserve or enhance the character or appearance of conservation areas, a proposal for new development within a conservation area will be expected to respect or complement the layout, scale, form and materials of existing buildings and spaces and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area; and ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area.

The Shortlands Conservation area SPG details that "Extensions and additions should reflect the forms, materials, textures and finishes of the host building, along with the design philosophies underlying its style. These vary between individual buildings in this Conservation Area, and will need to respond to the specific building. The proportions, positioning and integration of an addition relative to the host building are important and deserving of significant design effort to safeguard not only the building's contribution to the public realm, but its enduring value to the owner. It should not be so large as to dominate or compete in visual terms with the host building."

In this case it is considered that the extensions proposed to the rear are subservient and will not cause harm to the character and appearance of the building and the conservation area. The extensions are not visible from the public streetscene and are entirely contained to the rear. Therefore the main effect will be on the character of the original building. As such, a high quality addition is

acceptable in principle. In this case, the incorporation of matching brickwork walls, window styles and roof tiles are considered an acceptable addition in keeping and complimentary to the architectural style of the building.

The repositioning of the front entrance door with a canopy style porch is considered to maintain the character and appearance of the building. It is noted that similar architecturally styled buildings in the vicinity have centrally positioned front doors.

In terms of the parking area provided to the front curtilage, a reasonable amount of soft landscaping is being provided and there does not appear to be any change to the existing boundary treatment. On balance the visual amenity of the conservation area streetscene will be maintained.

#### Standard of Residential Accommodation

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

Policy H11 of the UDP states a proposal for the conversion of a single dwelling into two or more self-contained residential units or into non self-contained accommodation will be permitted provided that the resulting accommodation will provide a satisfactory living environment for the intended occupiers.

The floor space size of each of the 4 units ranges between 37m<sup>2</sup> and up to 86m<sup>2</sup> respectively. The nationally described space standard requires a Gross Internal Area of 37m<sup>2</sup> for a one bedroom one person flat, 50m<sup>2</sup> for a one bedroom two person flat, 61m<sup>2</sup> for a two bedroom three person flat and 86m<sup>2</sup> for a three bedroom five person flat. With regard to the above it appears that the size of the proposed units for their intended occupancy would comply with the minimum standards.

The shape and room size in the proposed units is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

In terms of amenity space the extensive rear garden is of sufficient proportion to provide a usable space for the communal use and purposes of all the units. The ground floor flats also have private demarked areas. On balance the level of provision is considered satisfactory.

#### Impact on Adjoining Properties

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

In terms of outlook, the fenestration arrangement will provide predominantly front and rear outlook over the garden area and front curtilage to habitable rooms. An existing secondary habitable room flank window is indicated to the first floor facing west. It is noted that concerns have been raised regarding overlooking to neighbouring rear curtilage and loss of privacy due to the proximity of the repurposed habitable room to a living area as opposed to bedroom. Given the secondary nature of this window a condition to require obscure glazing is considered to overcome this issue.

The first floor rear windows in the proposed rear extensions will also be of a smaller sliding sash style with a regular cill height. This will improve any perceived overlooking from the property from the existing situation where a full height patio style window faces to the rear. It shall also be noted that such outlook, where an occupier can see neighbouring gardens, is commonplace in the built environment. The outlook from the extensions is therefore not considered to be detrimental to adjoining occupiers.

In terms of enclosure given the reasonable distances to adjacent dwellings on Hayes Lane to the south the additional mass and scale of the extensions at the rear of the property are not considered to create any form of enclosure or be overbearing in a manner that would warrant the refusal of planning permission on this basis.

#### Highways and parking

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision.

The Council's Highway Officer has reviewed the current application and not raised any objection to the level of parking or vehicle access arrangements provided at the site. Vehicles will be able to enter and exit in a forward gear as demonstrated on the plans. It is therefore considered that there will be minimal impact on parking and road safety in the vicinity.

#### Cycle parking

Cycle parking is required to be 1 space per studio/1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage in the rear curtilage. A planning condition is recommended in this regard for further details of a secure lockable containment structure.

#### Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage area in the parking area. A planning condition is recommended in this regard for further details of a containment structure.

Trees and landscaping.

Policy NE7 states that proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained.

An indicative landscaping layout has been submitted as shown on the proposed block plan drawing that details the areas given over to garden for external amenity for future occupiers. Notwithstanding this full detail of hard and soft landscaping and boundary treatment is also recommended to be sought by condition as necessary.

Community Infrastructure Levy

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

### **Summary**

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

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00652/FULL1 and any other applications on the site set out in the Planning History section above, excluding exempt information.

**As amended by documents received on 05.05.2017**

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

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

- 4** 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.

- 5** 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.

- 6** Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

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

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

any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

**8** 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.

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

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

**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** Before the development hereby permitted is first occupied, the first floor window in the west flank elevation of the building shall be fixed shut and 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.

**12** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in

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

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

**13** 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 pedestrian and vehicular safety.

**14** The flat roof area of single storey rear extensions shall not be used as a balcony or sitting out area and there shall be no access to the roof area.

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

You are further informed that:

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

**2** You 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 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.

This page is left intentionally blank

**Application:**17/00652/FULL1

**Address:** 93 Shortlands Road Shortlands Bromley BR2 0JL

**Proposal:** Part one/ two storey rear extension and single storey side/rear extension together with new front porch entrance and conversion of building to provide 2 one bedroom, 1 two bedroom and 1 three bedroom flats. Car parking to front, bin stores, cycle stores, amenity space and



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

This page is left intentionally blank

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

**Application No :** 17/00918/FULL6

**Ward:**  
Petts Wood And Knoll

**Address :** 13 Oakhill Road, Orpington BR6 0AE

**OS Grid Ref:** E: 545681 N: 166006

**Applicant :** Mr & Mrs McNeil

**Objections :** YES

### **Description of Development:**

Single storey front, side and rear extension and first floor side extension

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 4

### **Proposal**

Planning permission is sought for the demolition of the existing side garage, the erection of a single storey front side and rear extension, and a first floor extension to the side.

### **Location**

The application site hosts a two storey semi detached dwelling on the western side of Oakhill Road. The area is characterised by semi detached residential dwellings.

The site does not lie within a conservation area and is not a Listed Building

### **Consultations**

Nearby owners/occupiers were notified of the application and representations were received which raised the following issues:

- The extension is too large and will have an adverse effect on no.15.
- Because of the slope of the land no.13 sits approximately 2m higher than no.15. This house has an array of solar panels on the south side of the roof (facing no.13) and these will be shaded and rendered much less effective by the two storey side extension. Not only will the side wall be much closer to the solar panels but the height of the sidewall will be significantly increased because it will have a pitched roof. The owner of no.15 will have much reduced energy production and will suffer considerable financial loss as a result.

- The difference in ground height between the two houses could also cause other problems - the boundary wall may destabilise the foundations; the water table could be affected leading to the garden becoming waterlogged
- No.15 will experience a loss of privacy due to increased overlooking

## **Planning Considerations**

National Planning Policy Framework (NPPF) (2012)

Para 14 of the NPPF confirms that the NPPF has a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise. (See paras 11-13 of NPPF.)

The London Plan (2015)  
 Policy 7.4 Local Character  
 Policy 7.6 Architecture

Unitary Development Plan (2006)  
 BE1 Design of New Development  
 H8 Residential Extensions  
 H9 Side Space

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

The Council is preparing a Local Plan. 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 37 General Design of Development  
 Draft Policy 6 Residential Extensions  
 Draft Policy 8 Side Space

## **Planning History**

There is no recent planning history

## **Conclusions**

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

## Design and appearance

London Plan Policy 7.4 requires developments to have regard to the form, function, and structure of an area, and have regard to the pattern and grain of existing



streets in orientation, scale, proportion and mass. Policy BE1 of the Bromley UDP 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 of the UDP 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. This is reiterated in draft UDP policy 6.

Policy H9 of the UDP states that when considering applications for new residential development, including extensions, the Council will normally require the following: (i) for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building; or (ii) where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties. This is reiterated in draft UDP policy 8.

The Council considers that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It is important to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.

The Council will normally expect the design of residential extensions to blend with the style and materials of the main building. Where possible, the extension should incorporate a pitched roof and include a sympathetic roof design and materials.

The proposed single storey side extension would replace an existing garage. The existing garage sits 2.7m in height and is set back from the front building line of the dwelling by 1.9m. The proposed side garage would also sit at single storey level but is shown as set flush with the front building line. The existing ridged roof which runs across the ground floor of the dwelling is shown as continued across the proposed garage, bringing its height in line with this element, at 4.3m high. The same gap as currently exists with the boundary with No.15 is shown as being retained.

To the side of the dwelling, the single storey garage extends 4.3m back into the site, opening up the gap to the side boundary by an additional 1.2m compared with the existing garage. The garage has a false ridge to the front which extends back by approximately 1.3m in depth. The remainder of the garage sits at 3.5m in height.

The proposed two storey element sits 3.4m back from the front building line and 1.2m in from the side boundary with No. 15. Its eaves height matches that of the main dwelling, and it has a hipped roof which leans away from the neighbouring plot at No.15. The overall roof height sits at a lower level than that of the host

dwelling, at 8.1m. The two storey element extends back 5m into the site where it continues an additional 3.6m back at single storey level.

The side elevation shows the removal of one upper floor window, compared with the existing arrangement.

The rear single storey element is shown as 2.4m to its eaves and 3.5m in overall height and extends across the full width of the dwelling.

The scale, siting and layout of the proposed extension works, with the side single storey element incorporating the ground floor front ridged roof, the two storey element set back 4.2m from the front building line and set at a lower ridge level than the existing dwelling; and maintaining an acceptable gap with the side boundary would result in works that would appear subservient to the bulk of the original dwelling. The extensions would not appear as overbearing, and would have a minimal impact on the street scene.

Whilst the proposed two storey and single storey side elements would marginally overlap in breach of policy H9, the two storey element would be set 1.2m from the boundary for the majority of its length and given the generous set back from the front of the property, it is not considered that the extension would appear unduly cramped or result in a terracing effect.

The increase in bulk would not appear out of character when compared with the prevailing character of development in the area. The resultant dwelling would appear as a congruous and harmonious form of development in relation to the host dwelling and within the locality in terms of height, scale and form

The works are styled and detailed in a manner that would accord with the appearance of the existing dwelling and in materials to match the existing.

### Residential Amenity

Policy BE1 seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing. This is reiterated in draft policy 37.

The neighbouring dwelling at Number 15 sits at a lower ground level than the application site. A single storey garage sits between the side boundary and the main neighbouring house. A gap of 2.7m would remain between the flank wall of No.15 and the proposed single storey element, and a gap of 3.7m to the two storey element.

The neighbouring dwelling has a ground floor kitchen window which does not receive much sunlight / daylight owing to the change in ground levels. It sits in close proximity to the retaining wall between properties. The proposal would bring a two storey element closer to the shared boundary and closer to the neighbouring

kitchen window. However, owing to the existing arrangement, the impact would not be substantially worsened to a degree that would justify refusal of the scheme.

The two upper floor flank windows in No.15 would not be unduly affected.

The proposal would introduce a greater scale of built form adjacent to the flank wall of No.15, but would retain a sufficient gap to ensure that it would not be overbearing. Because of the separation created by the single storey garage at No.15, the separation between two storey flank elevations would be similar to those seen between other dwellings in the road and would not appear out of character within the locality.

The only upper floor window in the side elevation of the proposal serves a bathroom, and could be conditioned to be obscurely glazed. There would therefore be no loss of privacy to No.15 as a result.

Because of the orientation of the dwelling, the extension works would have no detrimental impact on No.11 in terms of overshadowing or loss of daylight / sunlight. The ground floor element would not have an overbearing impact on No.11 which itself benefits from an existing single storey rear elevation.

Concerns have been raised that No.15 has south facing solar panels on its side roof and that these would be shaded and rendered less effective by the two storey side extension, and that this would result in much reduced energy production and subsequent considerable financial loss as a result. However given the separation distance between the extension and the neighbouring property, it is not considered that the roof slope would suffer overshadowing as a result of the extension works. Regardless, and aside from any detrimental amenity impact, financial consequences of a planning application are not a planning issue that can be factored into consideration of a planning application.

Concerns have also been raised that the difference in ground height between the two houses could also cause other problems such as destabilising the foundations and drainage implications. These are matters that would have to be satisfied through the building control regulation regime and as such, would not be relevant in this instance.

## **CIL**

The proposal does not result in the creation of new residential floor space in excess of 100sqm, and would therefore not be liable for Mayoral CIL.

## **Overall Conclusion**

Having regard to the relevant provisions of Policies BE1, H8 and H9 of the Unitary Development Plan, the Council's Supplementary Planning Guidance on Residential Design Guidance and other material considerations; it is considered that the proposed development would be acceptable and it is recommended that planning permission be granted.

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

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

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

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

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

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

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

**Application:**17/00918/FULL6

**Address:** 13 Oakhill Road Orpington BR6 0AE

**Proposal:** Single storey front, side and rear extension and first floor 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 '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No :** 17/01072/FULL1

**Ward:**  
Clock House

**Address :** The Elms, Westbury Road, Beckenham  
BR3 4DD

**OS Grid Ref:** E: 536396 N: 168750

**Applicant :** Miss Cydney Loughrey

**Objections :** YES

### **Description of Development:**

Demolition of existing building and construction of a 2.5 storey terrace style building comprising 3 one bedroom flats and 6 two bedroom duplex residential units along with associated landscaping, 9 car parking spaces, refuse and cycle storage.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 15  
Urban Open Space

### **Proposal**

Planning permission is sought for the demolition of existing building and the construction of a 2.5 storey terrace style building comprising 3 one bedroom flats and 6 two bedroom duplex residential units along with associated landscaping, 9 car parking spaces, refuse and cycle storage.

The building footprint is set back 6m from the footway and will measure approximately 28.5m width by 10.8m depth to a maximum height at the roof ridge of 8.7m and 5.5m to the eaves. The footprint is set in from the flank boundaries at the front elevation building line by approximately 5.2m to the property boundary to No1 Westbury Road to the west and will be adjacent to the eastern boundary to the school changing room building. The terrace buildings principle elevation will face Westbury Road. Parking arrangements are provided in the front curtilage comprising nine parallel spaces.

Internal layout plans indicate 3 one bedroom two person flats on the upper second floor level and 6 duplex style two bedroom four person flats on the ground and first floors. The rear curtilage will be approximately 4.3m depth divided into private areas for the duplex flats. Balconies/terrace areas are proposed to the rear upper level facing the playing fields to the rear of the site. An external bike store and refuse store is located within the western end of the site.

Materials are indicated as traditional brick for the flank and rear elevations and brick and upper level render to the front elevation with a traditional tiled roof. Feature gables are incorporated within the front elevation roof slope.

## **Location**

The site is located on the west side of Westbury Road and currently comprises a large two storey detached building originally constructed as a dwelling house. A detached garage building is located on the eastern flank within the site. A separate single storey building to the west is located outside of the site within the grounds of the Balgowan School Playing fields. The playing fields extend around to the rear of the site forming an open area of land of approximately 0.4ha. A mature conifer tree and mature deciduous tree are located to the east and west end of the site. Two mature street trees are located in the footway to the front of the site.

North and east of the site are terraced houses divided into blocks of between 4 and 6 unit terraces. It was observed on the Officer site visit that to the east of the application construction was nearing completion for 6 three bedroom and two bedroom semi-detached properties.

The site is not located in a conservation area nor is the building listed.

## **Consultations**

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

### Support:

- The Balgowan School have commented that the school is not concerned about privacy issues to the recreational field to the rear and that the boundaries of the Elms to the school are perfectly acceptable.
- Careful and respectful design in keeping with the rest of the street.

### Objections:

- Building is too much within the available area of land.
- Concerns regarding 9 flats being built of cheaper materials than for housing.
- Concerns regarding an increase in on street parking congestion on Westbury Road due to loss of current roadside parking and sufficient on-site parking causing unsafe and inconvenient highway conditions.
- Additional houses at Phoenix House site have already exacerbated parking problems on street.
- Preference to see 4 to 6 semi-detached houses.
- Over intensive development due to the number of units on a small site.
- Location of sewer has moved building to appear tight.
- Unit mix is out of keeping in a road of family houses.
- Building is tight on site due to location of sewer.
- Concerns regarding loss of front gardens for parking.



- Limited amenity space provided.
- Concerns regarding pre submission mail shot that a non response means residents are in favour of the scheme.
- Inappropriate by type, density and provision.
- Concerns regarding the impact of further construction in Westbury Road for a further 18 months.
- Type and style of building will be different to existing properties in the road.
- Flats will be bring renters which is a problem in a street with home owners.
- This is a quiet road of houses not flats.
- Two bed houses with two car parking spaces should be provided.

## **Internal Consultations**

### Highways:

The development is located to the south of Westbury Road and has a poor PTAL rate of 2. Vehicular access is from Westbury Road via individual vehicular crossovers. There are two street trees and a lamp column adjacent to parking bay 7 which may be affected by creation of vehicular crossovers. One car park space per unit is indicated which is acceptable. Eighteen cycle parking spaces are required.

### Environmental Health - Pollution:

No objections.

### Environmental Health - Housing:

General comments under the Housing Act regarding natural light and ventilation.

### Drainage:

The submitted FRA carried out by Tully De'Ath Consulting with report No.11801 dated February 2017, to provide permeable paving in the car park area and an attenuation to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus climate change storm event are acceptable.

### Arboriculture:

The application site is free from any protective legislation. Trees to be removed are of little value and have been justified in the supporting tree survey. No objections to the proposals providing tree planting is included as part of the landscape scheme. Recommended that details of landscaping are requested under condition.

### Arboriculture - Street Trees

The existing street trees are established and will currently be exploiting a significant proportion of the soil adjacent. Ideally 2m minimum clearance either side should be conditioned in order to limit the effect of the construction of any crossovers on the health of the trees.

## Planning Considerations

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) include:

- 14: Achieving sustainable development
- 17: Principles of planning
- 29 to 32, 35 to 37: Promoting sustainable transport
- 49 to 50: Delivering a wide choice of high quality homes
- 56 to 66: Design of development

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.12 Road Network Capacity.
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.16 Green Belt
- 7.19 Biodiversity and Access to Nature

### 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Emerging Bromley Local Plan:

The Council is preparing a Local Plan and 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 draft Local Plan will be to the Secretary of State in mid 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing supply

Draft Policy 4 - Housing design

Draft Policy 8 - Side Space

Draft Policy 30 - Parking

Draft Policy 32 - Road Safety

Draft Policy 33 - Access for All

Draft Policy 34 - Highway Infrastructure Provision

Draft Policy 37 - General design of development

Draft Policy 73 - Development and Trees

Draft Policy 77 - Landscape Quality and Character

Draft Policy 112 - Planning for Sustainable Waste management

Draft Policy 113 - Waste Management in New Development

Draft Policy 115 - Reducing flood risk

Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)

Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 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

## **Planning History**

86/00168/FUL: Change of use from 3 flats to shared residence detached dwelling.

15/04917/ELUD: Use of the building as a residential dwelling (Use classC3) - Lawful Development Certificate (Existing). Approved 5/1/16.

### Other Relevant Planning History - 244 Croydon Road:

13/04190/FULL1: Demolition of existing building and erection of 6 x three bedroom and 2 x five bedroom dwellings. Refused and allowed at Appeal on 16/3/2015.

## **Conclusions**

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

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

### Principle of development

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

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

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

significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

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

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

The site is located in a primarily residential area and is currently developed for a single unit of occupancy for residential use. In this location the Council will consider a higher density residential replacement development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of a residential block on the land as opposed to a single dwelling appears acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

### Density

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

The site has a PTAL rating of 2 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-80 dwellings per hectare. The proposed development would have a density of 128 dwellings per hectare.

Therefore, the proposed development of the site would be over the upper limit of these ranges and maybe considered a cramped overdevelopment. However, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity which are assessed below.

## Design

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

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

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

The submitted Design and Access Statement goes some way to explain the design process and rationale that has led to the current proposed design.

The predominant character in the vicinity of the site in this part of Beckenham is of a mix of terraced and semi-detached houses and some apartment blocks further west on Croydon Road in mature landscaped settings. This includes the properties along Westbury Road and those currently under construction to the eastern end of the road. This has resulted in a cohesive character to Westbury Road that it is considered desirable to conserve within the locality.

The proposed terraced block is two storey in height to the streetscene elevation under a pitched roof with a height that is approximately the same as existing and adjacent terraced housing in Westbury Road. The terraced style and similar building height results in the proposed buildings siting within the prevailing building heights in the vicinity and given the buildings set back from the street elevations at the same depth as those in the vicinity and with the main principle elevations facing to the streetscene, the impact of the building in terms of its mass and scale is considered minimal to the streetscene.

In terms of design, this affords the opportunity to construct a similar style of development with a traditional architectural style which has been achieved with the terraced style undertaken. As such it is considered that the impact on the character

and context of the locality is positive as the terraced building does not punctuate streetscene views negatively but rather adds a suitable infill building between existing regular terraced and semi-detached forms of residential period buildings.

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

In this case, the proposed terraced building will be built up to and adjoin the property boundary with the playing field entrance and changing room building belonging to Balgowan School, therefore not providing the requisite 1m side space that is normally required. However, the site and the design solution for the site need to be considered on their merits and therefore some flexibility in the application of this policy is pertinent in this case due to the specific constraints and opportunities that the site presents.

The justification paragraph in respect of Policy H9 details that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. This is to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.

In this case, the context of the street is mainly four to six unit terraced blocks and therefore the development style proposed maintains this characteristic. The changing room building is also single storey with a small footprint. This results in an open gap in the streetscene at the point of entrance to the playing fields. Whether the proposed terraced building is set way from the boundary by 1m or built adjacent as proposed will not significantly alter the contribution that the gap in the streetscene provides. Furthermore, the gap is likely to remain in the future as it provides an entrance zone to the playing fields that would otherwise be a locked in site.

It is considered on balance, that an exception to side space requirement is clearly justified in this case given the low impact of the development to the character and appearance of the area and that the privacy and amenity of adjacent residents is maintained opposite and at both ends of the site.

#### Standard of Residential Accommodation

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

The floor space size of each of the flats in the building ranges between 50m<sup>2</sup> and 99.4m<sup>2</sup> respectively. The nationally described space standards requires a GIA of 50m<sup>2</sup> for a one bedroom two person unit and 70m<sup>2</sup> for a two bedroom four person

unit in relation to the number of persons and bedrooms. On this basis, the floorspace size provision for all of the units is compliant with the required standards and is considered acceptable.

The shape and room size in the proposed units is generally considered satisfactory for the ground and first floors where none of the rooms would have a particularly convoluted shape which would limit their specific use.

The plans indicate that the top floor flats are single aspect with main living room outlook over three terrace/balcony areas. Given the generous floor to ceiling heights of the fenestration provided for the main habitable room spaces and pleasant outlook over the open space area of the playing fields this is not considered a reason to withhold planning permission in this case.

In terms of amenity space, separate balcony areas for the upper level flats or private garden spaces for the ground floor duplex flats are provided which comply with the requisite size standards of the London Plan. It is evident that the rear garden spaces would have regular shaped rear gardens 4.3m in depth. It is considered, this space would provide sufficient opportunity for an outdoor seating and patio area. There would also be the scope to provide an element of soft landscaping. The gardens would also be south west facing and would therefore benefit from a significant degree of natural light. The open nature of the school playing fields to the rear boundary also means the amenity space would have a pleasant outlook given the sites suburban location and would not be subject to overlooking or privacy issues.

In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet Building Regulation M4(2) 'accessible and adaptable dwellings'.

A Part M compliance review has been submitted as part of submitted Design and Access Statement that details compliance with the relevant sections of Part M. A compliance condition is recommended with any permission in this regard.

#### Impact on Adjoining Properties

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

In terms of outlook, the fenestration arrangement will provide front outlook overlooking the streetscene at the same distance to properties opposite as is requisite within other parts of the road. To the rear, outlook will be over the open aspect of the Balgowan School playing fields. Consequently no direct overlooking of residential properties will take place.

Members are also made aware that a letter has been received from Balgowan School raising no objection in respect of overlooking of their playing fields.



A daylight and sunlight assessment has also been submitted that concludes that there is a low impact on receivable light caused by the building to neighbouring properties opposite and adjacent.

On balance, it is considered that the building will not be detrimental to neighbouring residential amenity.

### Highways and Car parking

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

The Council's Highway Officer has reviewed the current application and not raised any objection to the level of parking provided at the site. It is therefore considered that there will be minimal impact on parking in the vicinity. Therefore, the proposal is considered generally acceptable from a highways perspective.

### Cycle parking

Cycle parking is required to be 1 space per studio/1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage adjacent to the western flank boundary of the site. A planning condition is recommended in this regard for further details to provide for 18 cycles and to secure a suitable lockable area in perpetuity.

### Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage area adjacent to the western flank boundary of the site. A planning condition is recommended in this regard for further details of a containment structure and capacity.

### Trees and landscaping.

Policy NE7 states that proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained.

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to landscaping. Notwithstanding this full detail of hard and soft landscaping and boundary treatment is also recommended to be sought by condition as necessary.

A tree survey report has also been submitted in respect of trees on the site. The Council's Arboricultural Officer has reviewed the scheme and not raised any objections in this regard as detailed above.

In respect of street trees the parking layout indicated shows positioning of car parking spaces to avoid the loss of street trees. The Council's Street Tree Officer has reviewed the application and has not raised objection subject to the suitable positioning of crossovers to avoid damage to existing tree roots. Further details can be sought by condition.

### Sustainability and Energy

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

An energy statement has been submitted that has detailed the total carbon reduction measures achieved from the building fabric and services efficiency compared against Part L of the Building Regulations. These measures and objectives are welcomed in the scheme.

### Community Infrastructure Levy

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

### **Summary**

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

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/01072/FULL1 and any other applications on the site set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

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

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

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

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

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

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

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

- 4 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.**

- 5 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.**

- 6 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary)**

shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

**7** 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.

**8** Notwithstanding the plans submitted details of the vehicle crossovers to be provided to enable vehicular access over the footway on Westbury Road to avoid damage to the existing street trees, including their root systems shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development.

**Reason:** To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the street trees to be retained within the footway in front of the site and to comply with Policy NE7 of the Unitary Development Plan and Policy 7.21 of the London Plan.

**9** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 18 bicycles 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.

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

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

**12** The surface water drainage scheme hereby permitted shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The following approved plan/report shall be complied with:

- Sustainable Drainage Report No.11801 dated February 2017.
- Drainage Strategy Plan DRW No.1181-CIV-101 dated February 2016.
- Micro drainage calculations.

**Reason:** To reduce the impact of flooding both to and from the proposed development and third parties and to accord with Policies 5.12 and 5.13 of the London Plan.

**13** The application site is located within an Air Quality Management Area declared for NO<sub>x</sub>: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO<sub>x</sub> emission rate of <40mg/kWh

**Reason:** To minimise the effect of the development on local air quality within an Air Quality Management Area in accordance with Policy 7.14 of the London Plan.

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

**Reason:** To comply with Policy 3.8 of the London Plan and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

**You are further informed that:**

**1** The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development.

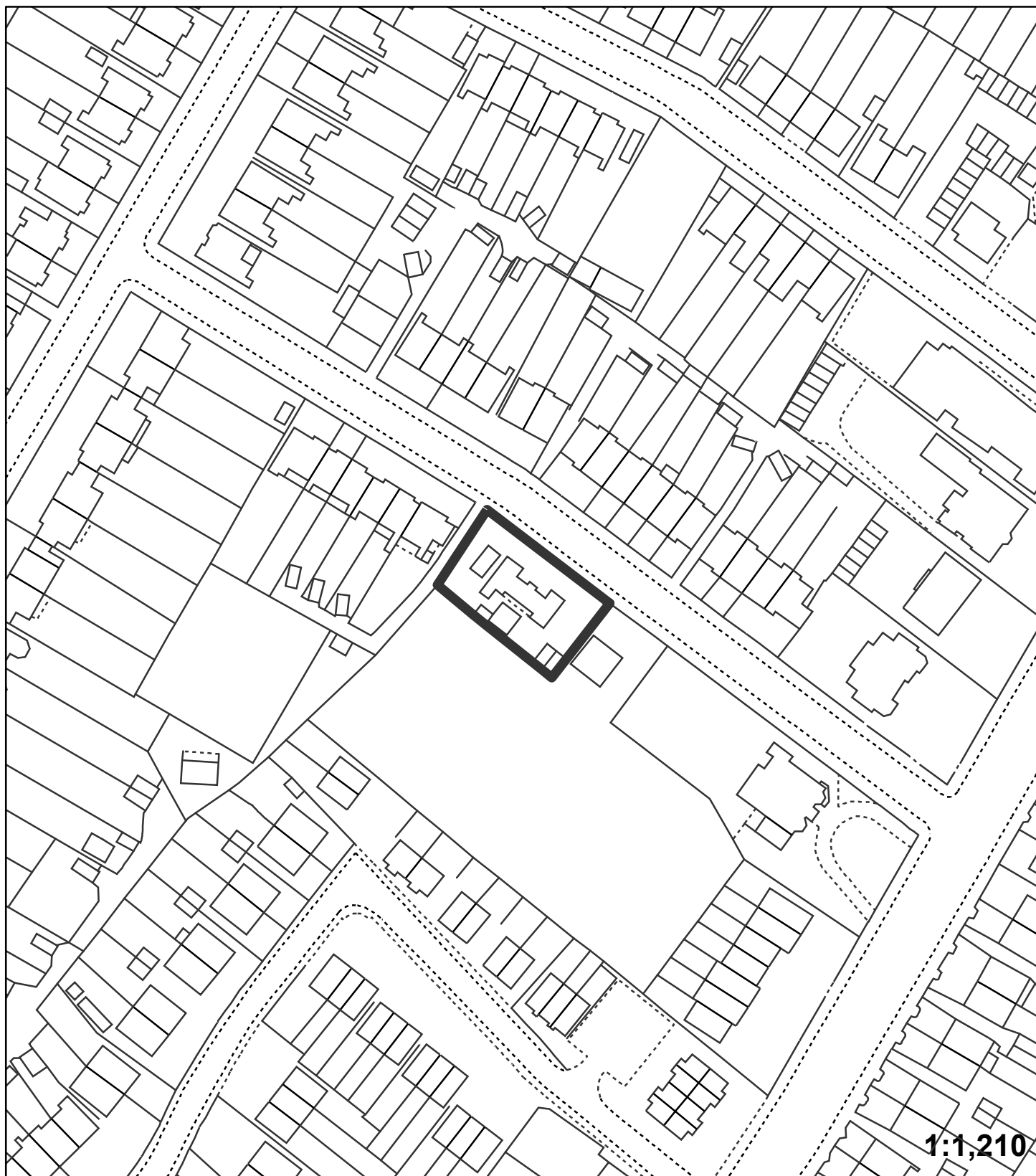
Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

- 2 You 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 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.
- 5 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
- 6 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 7 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 8 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

**Application:**17/01072/FULL1

**Address:** The Elms Westbury Road Beckenham BR3 4DD

**Proposal:** Demolition of existing building and construction of a 2.5 storey terrace style building comprising 3 one bedroom flats and 6 two bedroom duplex residential units along with associated landscaping, 9 car parking spaces, refuse and cycle storage.



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

This page is left intentionally blank



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

**Application No :** 17/01196/RECON

**Ward:**  
**Bickley**

**Address :** 3 Sundridge Avenue BR1 2PU

**OS Grid Ref:** E: 541566 N: 169516

**Applicant :** Mr Sam Hampton

**Objections :** YES

### **Description of Development:**

Variation of Conditions 3 and 5 pursuant to planning permission ref. 13/01321 granted at appeal for demolition of existing dwelling and erection of three 5 bedroom two storey detached dwellings with accommodation in roofspace and associated landscaping and parking arrangements to allow for block paving driveways to all plots and timber/sleeper retaining wall (max height 2.7m) to flank elevation of Plot 3

#### **Key designations:**

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

### **Proposal**

Variation of Conditions 3 and 5 pursuant to planning permission ref. 13/01321 granted at appeal for demolition of existing dwelling and erection of three 5 bedroom two storey detached dwellings with accommodation in roofspace and associated landscaping and parking arrangements to allow for block paving driveways to all plots and timber/sleeper retaining wall (max height 2.7m) to flank elevation of Plot 3

Approval is sought to vary the above Conditions in order to allow for block paving for the driveways of all three dwellings along with the provision of a sleeper retaining wall and timber fence on top along the northern flank boundary of the site adjoining No. 5 Sundridge Avenue.

### **Location**

The site is located on the western side of Sundridge Avenue and comprises three detached two storey dwellings that have recently been constructed. The wider area is characterised by detached dwellings. The site is located adjacent to the Sundridge Avenue Conservation Area, which is to the north of the site.

## **Comments from Local Residents**

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

- Ownership certificate is incorrect
- Materials for wall are unsuitable and have been constructed in front of an existing wall behind the timber retaining wall.
- Support of neighbouring land is compromised by the proposal and the materials used, with subsidence a possibility and tree damage.
- Proposed paving is considered acceptable however it may present a flood risk to Sundridge Avenue

## **Consultations**

Drainage - no objections raised. The driveway material will include a permeable drainage channel at each plot.

Highways - no objections raised subject to a standard condition to prevent drainage from the paved driveways onto the highway.

Thames Water - no comments received.

The Advisory Panel for Conservation Areas (APCA) did not inspect the application.

## **Planning Considerations**

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

BE1 Design of New Development  
BE13 Development Adjacent to a Conservation Area  
H1 Housing Supply  
H7 Housing Density And Design  
H9 Side Space  
T3 Parking  
T18 Road Safety  
NE7 Development And Trees

London Plan Policy 3.4 Optimising Housing Potential  
London Plan Policy 3.5 Quality and Design of Housing Developments  
London Plan Policy 5.13 Sustainable Drainage

National Planning Policy Framework, 2012

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

The most relevant London Plan policies are as follows:

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

#### London Housing Supplementary Planning Guidance

SPG1 - General Design Principles  
SPG2 - Residential Design Guidance

#### Emerging Local Plan

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

Draft Policy 1 - Housing Supply  
Draft Policy 4 - Housing Design  
Draft Policy 8 - Side Space  
Draft Policy 30 - Parking  
Draft Policy 32 - Road Safety  
Draft Policy 33 - Access for All  
Draft Policy 37 - General Design of Development  
Draft Policy 44 - Development Adjacent to a Conservation Area  
Draft Policy 73 - Development and Trees  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 123 - Sustainable Design and Construction

## **Planning History**

Planning permission was granted at appeal under ref. 13/01321 for demolition of existing dwelling and erection of three 5 bedroom two storey detached dwellings with accommodation in roof space and associated landscaping and parking arrangements.

The development is currently nearing completion.

## **Conclusions**

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

Permission was granted under ref: 13/01321 for the demolition of existing dwelling and erection of three 5 bedroom two storey detached dwellings with accommodation in roof space and associated landscaping and parking arrangements.

Following a recent visit to the site, there are no aspects of the completed development that are considered to be harmful to the character of the area or the amenities of neighbouring properties. Subject to the submission of the required details to the Council, it is considered that the variation of these conditions accordingly would not be objected to. The Council's Highways Officer has confirmed that adequate drainage measures have been implemented for the block paving and their appearance is considered to complement the character of the area. The retaining wall and fence to the northern boundary presents a 1.8m tall boundary fence to No. 5, which is sited on higher ground. The fencing would not, therefore, impact on the amenities of this neighbouring house.

As the proposed variation of conditions does not alter the bulk, scale design or access arrangements from the permitted scheme, it is 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 setting of the host dwelling or the character of the area. The variation of the conditions gives the Council the same control over the required details, and these can be approved post-development as and where necessary. It is therefore recommended that Members approve the proposal.

Background papers referred to during production of this report comprise all correspondence on the file refs. 13/01321/FULL1 and 17/01196/RECON set out in the Planning History section above, excluding exempt information.

**RECOMMENDATION: APPROVAL**

subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with approved plan SA/533/MATS Rev A.

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

- 2 The hard and soft landscaping details hereby permitted shall be completed in complete accordance with the approved details and permanently maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall be carried out in the first planting and seeding seasons following the first occupation of the buildings or the completion of the development, whichever is the sooner. Any trees or plants which, within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

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

- 3 In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars and paragraphs (i) and (ii) below shall have effect until the expiration of 1 year from the date of the first occupation of the buildings. This time limit does not apply to those trees which are otherwise protected by a Tree Preservation Order. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

i) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

ii) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed

in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of 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 are adequately protected.

- 4** The boundary treatment hereby permitted shall be permanently maintained in complete accordance with the approved plans 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 visual amenity and the amenities of adjacent properties.

- 5** The approved surface water drainage system, which prevents the discharge of surface water from the site onto the highway, shall be permanently maintained at the site unless otherwise agreed in writing by the local planning authority.

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

- 6** The garages, parking areas and turning space at the site shall be permanently retained at the site in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. No development whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting that order) shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to them.

**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 inconvenience to other road users and would be detrimental to amenities and prejudicial to road safety.

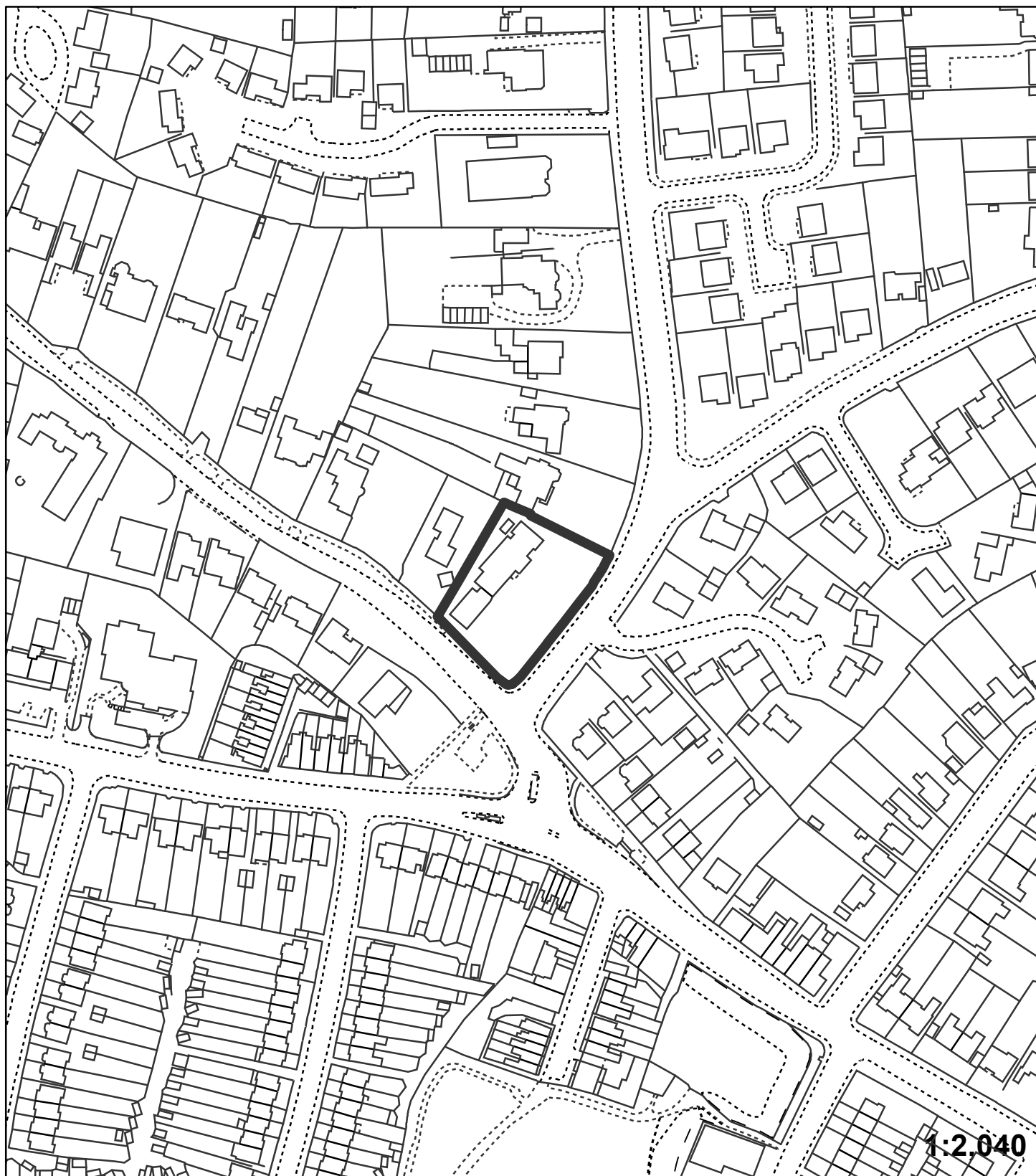
- 7** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order), no windows other than those expressly authorised by this permission shall be constructed on the north side elevation of the dwelling hereby permitted on Plot 3 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 to protect the amenities of neighbouring residential properties.

**Application:**17/01196/RECON

**Address:** 3 Sundridge Avenue BR1 2PU

**Proposal:** Variation of Conditions 3 and 5 pursuant to planning permission ref. 13/01321 granted at appeal for demolition of existing dwelling and erection of three 5 bedroom two storey detached dwellings with accommodation in roofspace and associated landscaping and 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"

This page is left intentionally blank



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

**Application No :** 17/01213/FULL6

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

**Address :** 10 Gleeson Drive, Orpington BR6 9LJ

**OS Grid Ref:** E: 545679 N: 164636

**Applicant :** Mr & Mrs J Wright

**Objections :** YES

### **Description of Development:**

Part one/two storey side/rear extension and alterations to front porch

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 28

### **Proposal**

The application proposes a part one/two storey side and rear extension and alterations to the front porch.

The ground floor would have the following dimensions:

- The works would replace the existing garage, utility room and outbuilding with a similar footprint but would have an additional depth of 0.3m and an additional height of 0.7m. It would also include a pitched roof to the front with an eaves height of 2.7m and a ridge height of 3.4m
- The extension to the rear would have a maximum depth of 3.5m and a minimum depth of 2.6m due to the existing staggered rear building line.
- It would have a width of 8.8m and a height of 2.8m at single storey

The first floor would have the following dimensions:

- At the side the extension would have a width of 3.2m and a depth of 10.5m
- At the rear the extension would have a width of 4.9m and a depth of 3.5m
- The extension would be set in 1m from the Southern boundary and 2.7m from the Northern boundary.

The alterations to the porch include creating an enclosed porch which would have a depth of 0.6m and a width of 2.95m.

The application site hosts a two storey semi-detached dwelling on the Eastern side of Gleeson Drive, Orpington.

## **Consultations**

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

- Concerns regarding the proximity to the boundary of the rear extension
- Loss of light
- Extension would be too imposing

## **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

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

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

The following London Plan Policies are relevant:

Policy 3.4 Optimising Housing Potential  
Policy 5.3 Sustainable design and construction  
Policy 6.13 Parking  
Policy 7.4 Local character  
Policy 7.6 Architecture

The National Planning Policy Framework is also a material planning consideration.  
Chapter 7 - Requiring Good Design

## **Planning History:**

There is no planning history with regard to this property.

## **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 and Bulk

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 materials of the proposed extension are, in so far as practical matching to the existing property, as part of the extensions would be visible from the front this is considered to be acceptable. The first floor side extension would have a ridge height lower than existing ridge and as such this would be both subservient and sympathetic to the character of the host dwelling and would not harm the street scene.

### Side Space

Policy H9 states that when considering applications for new residential development, including extensions, the council will require a minimum of 1 metre space from the side boundary of the site retained for the full height and length of the flank wall of the building. The proposal allows for the full 1m side space at first floor, but the ground floor will be rebuilt in the same position along the boundary. However given that the Southern boundary abuts a walkway leading to Warren Road Primary School it would not create any unrelated terracing and still maintains a degree of side space. The next nearest property to the South of number 10 is the other side of the walkway and as such it would not create a cramped appearance within the streetscene.

### Residential Amenity and Impact on Adjoining Properties

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.

Given the large separation distance to the neighbouring dwelling at number 11 it is not considered that the extensions would give rise to any significant loss of amenity to this property.

The dwelling at number 9 does not benefit from any rear extensions, and given the layout of the host property it is likely that the rooms nearest the adjoining boundary are habitable. Whilst there will be some impact on this adjoining owner this would be limited having regard to the height, depth and flat roof design of the single storey element nearest to the common boundary.

The first floor extension is to be set 2.7m from the boundary with number 9 which would reduce the impact on the outlook and amenity of the adjoining occupiers of number 9.

Having had regard to the above it is not considered that the development would result in a significant detrimental impact on the amenities of neighbouring dwellings.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents and nor impact detrimentally upon the character of the area and therefore compliant with policy BE1 of the Unitary Development Plan.

Having regard to the relevant provisions of Policies 7.4 and 7.6 of the London Plan 2015, Policies BE1, H8 and H9 of the Unitary Development Plan, 2006, the Council's Supplementary Planning Guidance on General Design Principles and Residential Design Guidance and other material considerations; it is considered that the proposed development would not materially harm the character or appearance of the area, nor would result in a terracing affect or the amenity of the surrounding occupiers.

As such, it is recommended that planning permission should be granted with the conditions set out in this report.

Background papers referred to during production of this report comprise all correspondence on the file ref: 17/01213/FULL6 set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 26.04.2017**

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

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

This page is left intentionally blank

**Application:**17/01213/FULL6

**Address:** 10 Gleeson Drive Orpington BR6 9LJ

**Proposal:** Part one/two storey side/rear extension and alterations to 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 '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No :** 17/01264/FULL6

**Ward:**  
Cray Valley East

**Address :** 13 Riverside Close, Orpington BR5 3HJ

**OS Grid Ref:** E: 547373 N: 169233

**Applicant :** Mrs Tina Priestman

**Objections :** YES

### **Description of Development:**

Detached timber outbuilding

Key designations:

Conservation Area: St Pauls Cray  
Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 20  
Urban Open Space

### **Proposal**

This application is for a single storey outbuilding located at the rear of the site, on land that adjoins the communal rear car park. The outbuilding will have dimensions of 6.1m by 4.6m at its widest point. The roof will be sloped with a maximum height of 2.9m.

A supporting statement has been submitted by the applicant which is summarised as follows:

Permission was recently granted at appeal (planning reference 16/03633 at No. 8) for a similar single storey timber outbuilding on the mirrored section of fenced in land in the rear car park of Riverside Close. The Planning Inspectorate concluded that the development preserves the character and appearance of the Conservation Area and does not have an adverse effect on the purpose of the Urban Open Space designation. There are several larger single story extensions and outbuildings in the immediate vicinity all which have been granted planning permission.

### **Location**

The application site is a mid-terraced property located on Riverside Close, a row of 18 properties. The site is located within St Paul's Cray Conservation Area and adjacent to a Site of Importance for Nature Conservation (SINC).

## Comments from Local Residents

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

- The plans indicate a larger building than the one that has previously been refused.
- Appeal process has been avoided and therefore the proposal should be considered unacceptable.
- The proposed outbuilding will not be incidental to the main dwelling
- Proposed doors to the building will block access way that other houses on Riverside Close have access to.
- The proposal would have a harmful impact on the character of the Conservation Area.
- Several supporting letters have been received stating that the building would have no negative effects to the close, and would mirror the shed at No. 8. As it would be built within a fenced area, it wouldn't be imposing and would enhance the look of the car park area whilst reflecting the existing shed at No. 8.

## Consultations

None.

## Planning Considerations

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

### 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.

Chapter 7 - Requiring Good Design

Chapter 12 - Conserving and enhancing the historic environment

### The London Plan (2015)

Policy 7.4 Local Character

Policy 7.6 Architecture

Policy 7.8 Heritage Assets

### Unitary Development Plan (2006)

BE1 Design of New Development

BE11 Conservation Areas

G8 Urban Open Space

## Emerging Local Plan

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

Draft Policy 37 – General Design of Development  
Draft Policy 41 - Conservation Areas  
Draft Policy 55 - Urban Open Space

## Other Guidance

Supplementary Planning Guidance 1 - General Design Principles

## **Planning History**

The site has been subject to previous planning applications:

- 86/00020/OUT - Land at Main Road, St Pauls Cray Orpington. Erection of 32 terraced 2 bedroom dwellings with garages, parking spaces and estate road for residential use OUTLINE - Refused 06.03.1986
- 87/01265/FUL - Main Road, St Pauls Cray - 18 terraced one, two and three bedroom houses with parking spaces, estate road and public open space - Permitted 27.08.1987

Planning permission was retrospectively refused under ref. 16/03480 for a 2 metre high fence to enclose owned land. The application was refused at Plans Sub-Committee on the 20th October 2016. The refusal grounds were as follows:

'The fence results in an unsatisfactory departure from the existing open visual qualities of the estate layout, thereby harmful to local character and contrary to Policies BE7 and G8 of the Unitary Development Plan.

The fence by reason of its height and location constitutes an insensitive form of the development, which would fail to preserve or enhance the character and appearance of the St Pauls Cray Conservation Area, and contrary to Policy BE11 of the Unitary Development Plan.'

This application was subsequently allowed at appeal and has been built.

Planning permission was refused under ref. 16/04278 for a detached outbuilding. The refusal grounds were as follows:

'By reason of its size and location and encroachment onto an open grassed area, the development serves to undermine the open visual qualities of the estate layout, is harmful to the Urban Open Space designation and fails to preserve or enhance the character and appearance of the St Paul's Cray Conservation Area, contrary to Policies BE1, G8 and BE11 of the Unitary Development Plan.'

Planning permission was retrospectively refused at No. 8 Riverside Close under ref. 16/03633 for a detached outbuilding. The application was refused at Plans Sub-Committee on the 20th October 2016. The refusal grounds were as follows:

'By reason of its size and location and encroachment onto an open grassed area, the development serves to undermine the open visual qualities of the estate layout, is harmful to the Urban Open Space designation and fails to preserve or enhance the character and appearance of the St Paul's Cray Conservation Area, contrary to Policies BE1, G8 and BE11 of the Unitary Development Plan.'

This application was subsequently allowed at appeal. The Inspector states:

'This is a small timber garden shed with the appearance of a domestic outbuilding. I have attributed considerable importance and weight to the duty and the presumptive desirability of preserving the character and appearance of the Conservation Area. Due to the small scale and the design of the shed, I consider that it appears as a discrete domestic addition to the rear garden/parking area. As such, it does not have an adverse effect on the significance of the Conservation Area designation. Therefore, I consider that the shed preserves the character and appearance of the Conservation Area.'

Saved UDP Policy G8 restricts development in areas defined as Urban Open Space unless satisfying criteria that includes the development being related to the existing use. Whilst the site was a private open area adjacent to the parking area, in these circumstances, I consider that the shed is related to the domestic use of the property at 8 Riverside Close within the wider residential use of the land at Riverside Close. Due to the scale and position of the shed I do not consider that it impacts significantly on, and does not undermine, the purpose of the Urban Open Space designation.

In reaching my conclusion, I have had regard to all matters raised upon which I have not specifically commented. For the reasons stated above, I conclude that the development preserves the character and appearance of the Conservation Area and does not have an adverse effect on the purpose of the Urban Open Space designation. Thus, the development is in accordance with saved UDP Policies BE1, G8 and BE11.'

## **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.

This application seeks permission to erect a single storey outbuilding located to the rear of No. 13 Riverside Close. The outbuilding will be constructed on land adjoining the communal car park which is under the ownership of the applicant. Conditions 4 and 30 of permission 87/01265/FUL specifically prohibits permitted development therefore the erection of any outbuilding requires planning permission.

London Plan Policy 7.4 requires developments to have regard to the form, function, and structure of an area. Policy BE1 and the Council's Supplementary Design Guidance seek to ensure that new development is of a high quality design that respects the scale and form of the host dwelling and is compatible with surrounding development. Policy BE1 also seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The site lies within the St Pauls Cray Conservation Area; therefore Policy BE11 of the UDP and London Plan Policy 7.8 is relevant to this application. These policies seek to preserve and enhance the character and appearance of Conservation Areas.

A number of objections have been received in relation to the outbuilding setting a precedent for similar developments in the area that would impact harmfully on the character of the area. Several supporting comments have also been received.

It has recently been considered by the Inspector that the outbuilding in existence at No. 8 Riverside Close would not impact harmfully on the character of the Conservation Area or the visual amenities of the Urban Open Space (see planning history above). This view must be considered as a material consideration in the assessment of the current application, which matches that previously refused by Members at Plans Sub-Committee on 17<sup>th</sup> November 2016.

The outbuilding allowed at appeal at No. 8 has a width of 2.3m and a depth of 4.35m. It has an eaves height 2.15m and a maximum height of 2.65m. The proposed outbuilding at No. 13 will have a length of 6.1m, a width of 4.6m and a maximum height of 2.9m. The proposed outbuilding will therefore exceed the footprint of that allowed at No. 8, however the height, appearance and materials will be similar. The building will also be used for purposes incidental to the main dwelling. The size and scale of the proposed outbuilding is considered to be subservient and acceptable for domestic use within a rear garden environment, bearing in mind the views of the Inspector. In addition, the fencing around the site has been erected and this would largely obscure views of the outbuilding.

On balance it is considered that the addition of a domestic shed in this residential setting would be considered not to impact detrimentally on the character and appearance of this part of the St Pauls Cray Conservation Area and would not impact harmfully on the Urban Open Space setting. The development is therefore considered to comply with the overarching aims and objectives of Policies BE1,

BE11 and G8 of the UDP, Policies 7.4, 7.6 and 7.8 of the London Plan and the NPPF. 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): 16/03480, 16/03633, 16/04278 and 17/01264 excluding exempt information.

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

- 2. The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.**

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

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

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

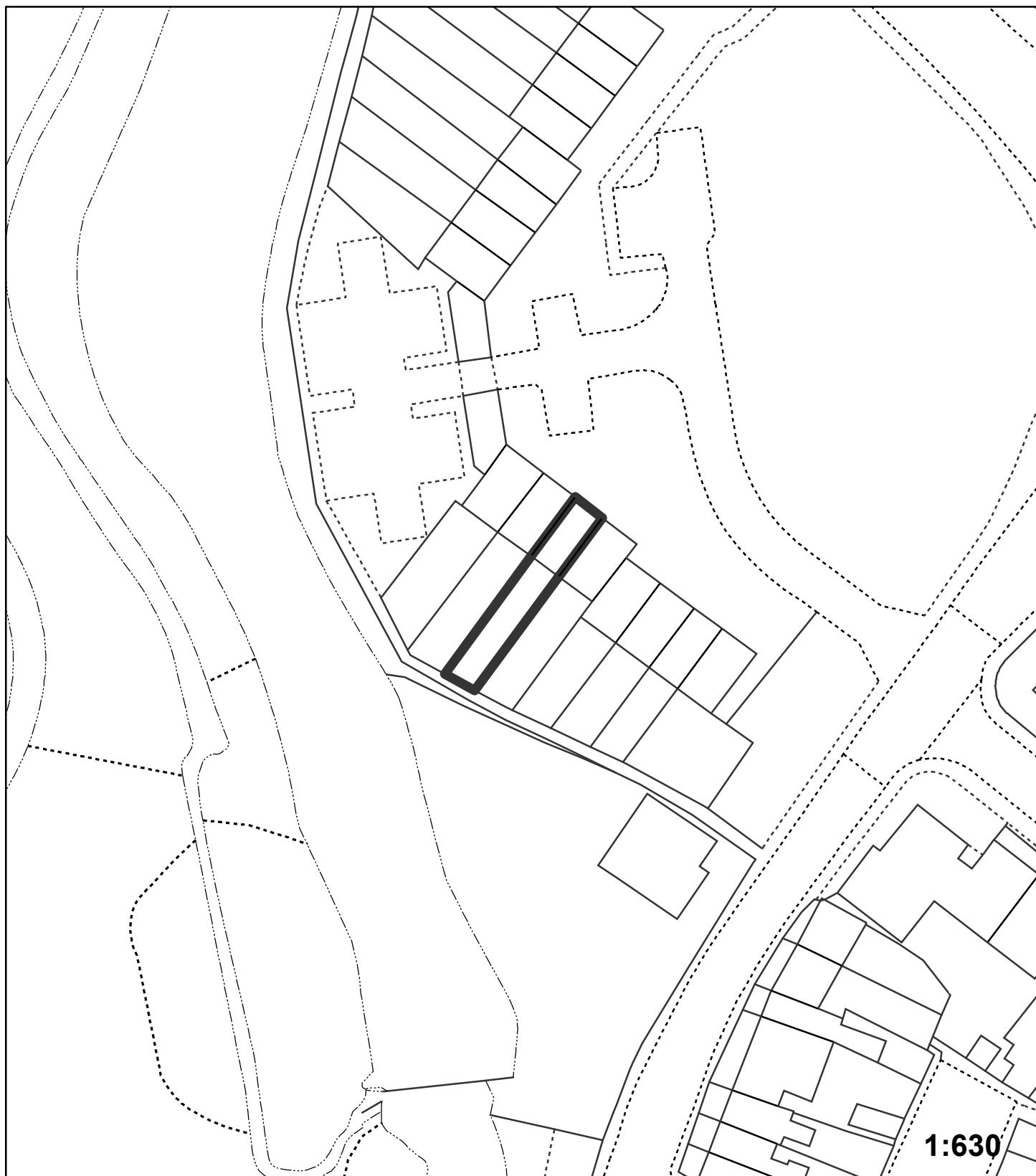
- 4. The outbuilding hereby permitted shall be used for purposes incidental to the enjoyment of the main house at No. 13 Riverside Close and for no other purpose without the approval in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to prevent the over-intensive use of the site.**

**Application:**17/01264/FULL6

**Address:** 13 Riverside Close Orpington BR5 3HJ

**Proposal:** Detached timber outbuilding



"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 :** 17/01327/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 89A Hayes Lane, Hayes, Bromley  
BR2 9EF

**OS Grid Ref:** E: 540490 N: 167613

**Applicant :** Mr Kumara Karunasinghe

**Objections :** YES

### **Description of Development:**

Two storey front, side and rear extension

Key designations:

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

### **Proposal**

The proposal seeks permission for a two storey front, side and rear extension to the house. The proposed front extension will provide a porch and first floor void, projecting 1.5m to the front of the house. The side extension will have a width of 4.0m and will be constructed adjoining the side boundary of the site. The proposed rear extension will have a maximum rear projection of 5.0m.

The resulting dwelling will have a pitched roof and front gable feature. No increase in overall roof height is proposed.

### **Location**

The site lies on the eastern side of Hayes Lane, adjacent to the entrance to the Nuffield Health Centre and Bromley Football Club. The site comprises a detached two storey dwelling. The wider area is characterised by similar residential development set within spacious plots. The site has no specific designations, however the Green Belt boundary is sited at the rear boundary of the site.

### **Comments from Local Residents**

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

- The second floor window on the side facing 91 Hayes Lane would result in overlooking of neighbouring properties. This window should be obscurely glazed.
- The proposed rear extension will impact on light and outlook from the library window at No. 89.
- Noise and disturbance during construction works.
- Construction traffic may cause a traffic and highway safety issue on Hayes Lane.
- Design of houses in the area is varied and it is therefore pleasing to see a design that is not a mock-Tudor.
- The proposal may result in disturbance, dust and traffic for neighbours and a Construction Management Plan should be included.

### **Consultations**

None.

### **Planning Considerations**

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

#### 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.

Chapter 7 - Requiring Good Design

#### The London Plan (2015)

Policy 7.4 Local Character

Policy 7.6 Architecture

#### Unitary Development Plan (2006)

BE1 Design of New Development

H8 Residential Extensions

H9 Side Space

G6 Land Adjoining Green Belt or Metropolitan Open Land

#### Emerging 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 draft Local Plan will be to the Secretary of State in mid 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  
Draft Policy 53 – Land Adjoining Green Belt or Metropolitan Open Land  
Draft Policy 77 - Landscape Quality and Character

### Other Guidance

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

### **Planning History**

Planning permission was granted under ref. ref. 87/01832 for a single storey 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.

### Impact on the Character of the Area

The proposal will add a considerable amount of built development to the existing house and would significantly alter the character of the house. The extension will utilise the existing space to the side of the house and retain the existing height of the building. The resulting dwelling will have a symmetrical design with a two storey front projection and front gabled roof.

The area is characterised by a variety of house types and architectural styles, therefore it is not considered that the alteration of the dwelling in the manner proposed would detract from the character of the area or result in the loss of an important architectural feature.

Concerning the street scene, the proposal would not project significantly in advance of the established building line and would not result in a development that would be excessively intrusive within the road. The relationship with No. 89 would also be improved by the change in design, as this would introduce a hipped roof that would reduce the bulk of the house in close proximity to the adjacent chalet dwelling.

The proposed extension will include a two storey side extension that would be constructed adjoining the flank boundary of the site.

In this case H9 of the London Borough of Bromley's Unitary Development Plan (2006) (UDP) is relevant. This policy provides (*in part*):

*“When considering applications for new residential development, including extensions, the Council will normally require the following:*

*(i) for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building;”*

This policy seeks to ensure *“that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It is important to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.”*

It is noted that the presence of the term ‘*normally*’ in the body of UDP policy H9 enables a degree of discretion in the application of the policy having regard to several factors including the characteristics of the site and its surroundings, the precise nature of the proposal and the objectives of the policy as set out in the explanatory text.

Accordingly, it is considered that the proposed development would sit acceptably in its visual context without harming the character and appearance of the host property or its surroundings. Accordingly, no material conflict arises with those provisions of UDP policies BE1, H8 and H9 requiring development, including extensions, not to detract from the street scene or adversely impact on local character.

In regards to the impact of the development on the openness and rural character of the adjacent Green Belt land, the extension will be sited 30m from the Green Belt boundary and it is considered that the retention of this buffer would prevent any impact on the Green Belt’s openness.

#### Impact on neighbouring residential amenities

Due to the presence of the access road to the south of the site, the main impact of the proposal would be in respect to the amenities of No. 89 to the north of the site. No. 89 is sited to that it projects significantly beyond the rear wall of No. 89A. The proposed extensions would bring the rear wall of No. 89A further to the rear of the site, however it would not project to a point level with the rear wall of No. 89. The step back of the rear elevation will also separate the larger part of the extension from No. 89 by 5.5m.

No. 89 has two small ground floor windows facing the site on the side elevation, one which serves a library and one that serves a living room. The living room faces eastwards onto the rear garden and benefits from multiple sources of light and outlook. The library window currently has an outlook onto the existing two storey flank wall of No. 89A. Whilst the extension would have some impact on this particular window, the resulting relationship and additional impact is not considered to be unsuitable as to warrant refusal

The relationship with No. 89 is therefore considered to be acceptable and would not result in a significant loss of light or loss of outlook to the existing ground floor flank windows. It is therefore considered that the proposal would respect the amenities of neighbouring residential properties and would comply with Policies BE1 and H8 of the Unitary Development Plan.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the area and would not be detrimental to the amenities of adjoining neighbours. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on the file ref. 17/01327 set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

- 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. 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.**

4. **No windows or doors shall at any time be inserted in the first floor flank elevation(s) of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

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

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

**Application:**17/01327/FULL6

**Address:** 89A Hayes Lane Hayes Bromley BR2 9EF

**Proposal:** Two storey front, side and rear extension



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

This page is left intentionally blank



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

**Application No :** 17/01366/FULL6

**Ward:**  
Kelsey And Eden Park

**Address :** 22 Birchwood Avenue, Beckenham  
BR3 3PZ

**OS Grid Ref:** E: 536787 N: 168559

**Applicant :** Mrs Amy Jenner

**Objections :** YES

### **Description of Development:**

Single storey rear extension and steps

Key designations:

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

### **Proposal**

Planning permission is sought for a proposed single storey rear extension with steps. The proposed extension will have a depth of 3.3m, a width of 5.8m and a height to the eaves when measured from ground floor level of 3.3m, with an overall height to the pitched roof of 4.5m. The proposal also includes a raised patio area due to the topography of the land. The raised patio will have a depth of 2.6m with a height of 0.6m, with steps.

The application site is a two storey end of terrace property located on the west side of Birchwood Avenue, Beckenham.

### **Consultations**

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

- We have a Marshall decorative party wall adjoining 22 Birchwood Avenue and are concerned that the proposed extension will make my wall unstable and have to be demolished

It should be noted that this is a civil matter which the Local Planning Authority will not become involved in.

### **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 takers can also give weight to relevant policies in emerging plans according to:

The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);

The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

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

The following emerging plans are relevant to this application.

Draft Local Plan

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

## **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. 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 single storey rear extension is not anticipated to have a detrimental impact to the character of the surrounding area. The proposed 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, and the design and form of the extension would be sympathetic to that of the host property.

## Impact on Residential Amenity

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

Whilst it is acknowledged that the proposal may lead to a reduction in outlook to the adjoining occupiers this is not considered significant enough to warrant refusal. In addition, the proposal would not lead to a loss of sunlight given the orientation of the sun. Furthermore, the proposed raised patio area is not considered to be detrimental to the occupiers of No.20. It was noted on the site visit that properties in this section of the road, including the host property, benefit from an area of raised patio/decking due to the typography of the land. Taking this into account the proposed patio area would not give rise to loss of privacy by way of overlooking, when considering the typography of the land.

In regards to the neighbouring property at No.20 it was noted that there is significant space and gaps between the two properties due to the existing side access. Taking account of the substantial separation between the two properties no such loss of amenity is foreseen to the occupiers of No.20.

## Summary

Taking into account the above, Members may therefore consider that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref.17/01366/fFULL6, 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.**

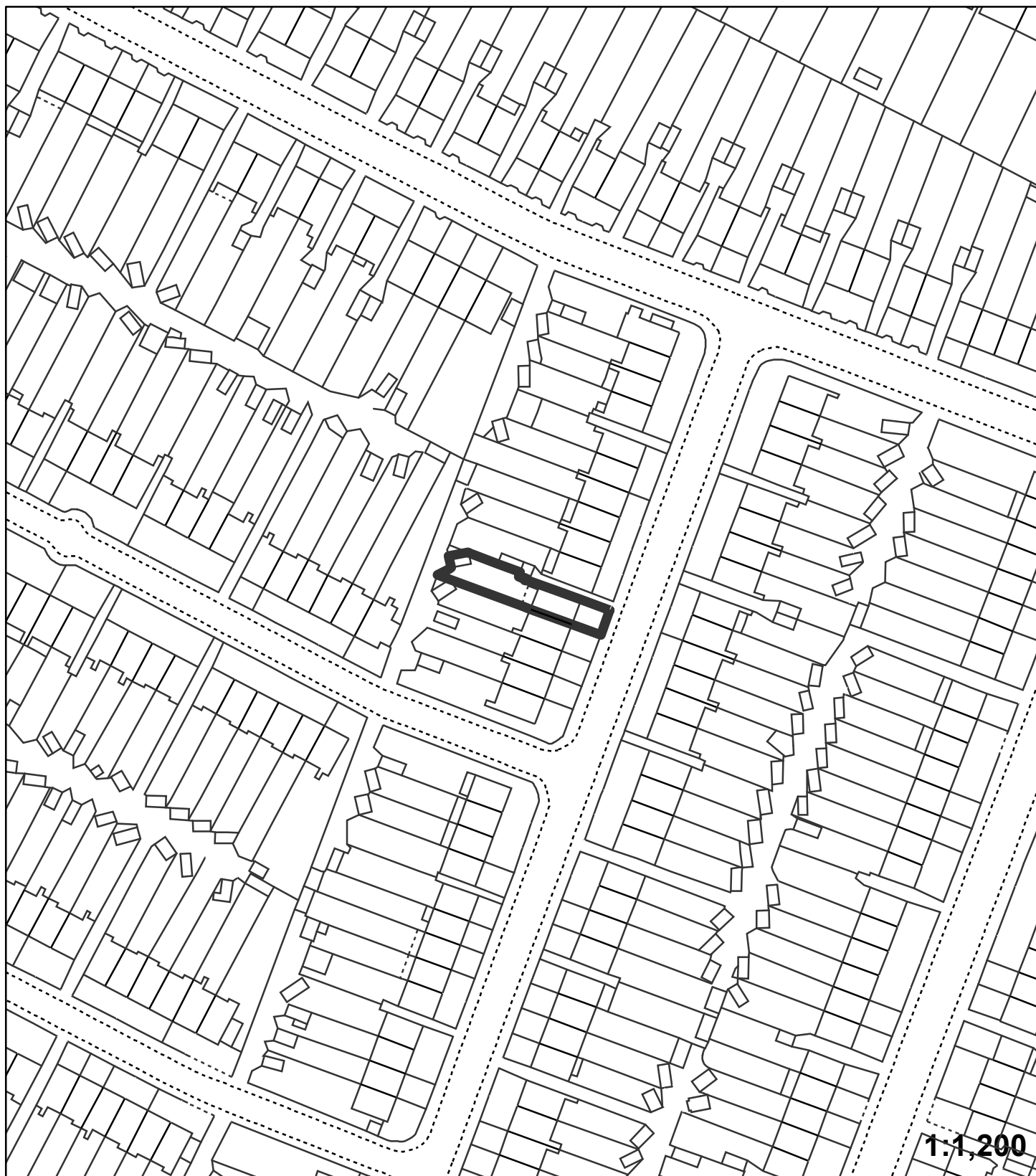
- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**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.**

**Application:**17/01366/FULL6

**Address:** 22 Birchwood Avenue Beckenham BR3 3PZ

**Proposal:** Single storey rear extension and steps



"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 :** 17/01502/FULL1

**Ward:**  
**Bickley**

**Address :** Applegarth, Chislehurst Road,  
Chislehurst BR7 5LE

**OS Grid Ref:** E: 542432 N: 169669

**Applicant :** South East Living Group

**Objections :** YES

### **Description of Development:**

Demolition of existing bungalow and the erection of a 2.5 storey building comprising 4 two bedroom apartments with car parking, cycle and refuse storage.

Key designations:

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

### **Proposal**

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

The scheme has been submitted following an appeal decision for a previous proposal to erect a block of flats at the site - ref: 16/03224/FULL1. The siting of the building matches that previously considered.

### **Location**

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

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

## Comments from Local Residents

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

- The proposed building is as large and as unsightly as the one rejected. The proposal would result in a harmful visual impact.
- The proposal would still result in a cramped over development of the plot and would be out of character, particularly with the existing bungalow.
- The area has an excessive number of flatted developments that collectively detract from the character of the area. A further scheme would add to this.
- The development is still too close to the boundary fence, overshadowing Kingsmere and resulting in a loss of light to neighbouring properties.
- Windows/balcony will overlook neighbouring properties and building will be located in closer proximity to Kingsmere than the previous scheme.
- Inadequate boundary screening will be provided for the protection of neighbouring privacy and amenity.
- Land levels change between the site and surrounding land, thereby exacerbating the loss of privacy.
- Inadequate parking and associated congestion in Chislehurst Road.
- Dangerous manoeuvres will occur onto Chislehurst Road.
- Access is too small.
- Existing trees have been felled at the site and existing trees will need to be felled to accommodate the development.
- Proposed development would increase the noise and disturbance to neighbouring properties.
- Lack of visitor parking.
- The site is not suitable for more dwellings and has been previously dismissed at appeal. Amendments to the proposal do not address the Inspector's concerns.

## Consultations

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

Drainage - No objections subject to a standard condition.

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

Environmental Health (Pollution) – No objections raised subject to informatives.

Tree Officer - The application site is not subject to tree related restrictions. This application has been supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicates trees to be removed to facilitate the development. These trees proposed for removal are category C and should not form a constraint to the development. It is clear that a number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high. The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Tree Survey Report will reduce the impact upon retained trees.



Thames Water - No comments received.

## **Planning Considerations**

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

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

The Mayor's Housing Supplementary Planning Guidance

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

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

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

Supplementary Planning Guidance 1 and 2

## **Emerging Local Plan**

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

Draft Policy 1 – Housing Supply  
Draft Policy 4 – Housing Design  
Draft Policy 8 - Side Space  
Draft Policy 30 - Parking  
Draft Policy 32 – Highways Safety  
Draft Policy 37 – General Design of Development  
Draft Policy 73 – Development and Trees  
Draft Policy 116 – Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 123 – Sustainable Design and Construction

## **Planning History**

Permission was refused in October 2014 (ref.14/02625) for the demolition of the existing bungalow and the erection of a three storey building containing 6 two bedroom flats, together with basement level car and cycle parking and a refuse and recycling store on the following grounds:

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

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

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

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

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

Planning permission was refused under ref. 16/03224 for demolition of existing bungalow and the erection of a 2.5 storey building comprising 4 two bedroom

apartments with car parking, cycle and refuse storage. The refusal grounds were as follows:

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

The subsequent appeal was dismissed with the Inspector stating that the building would be considerably more conspicuous than the existing arrangement at the site. The first floor windows of Flat 3 were considered to result in overlooking of Chellows. The presence of boundary vegetation, and the planting of new vegetation, did not lead the Inspector to consider the relationship acceptable in terms of overlooking. The height of the building was considered to compound the harm arising from loss of privacy. The proposed second floor balcony was also considered to have a harmful impact on the privacy enjoyed by Sandfield Cottage to the rear of the site.

## **Conclusions**

The main issues relating to the application are whether the revised proposals have adequately overcome the previous Inspector's concerns in terms of the detrimental impact on the amenities of adjoining properties.

The application has been amended from that previously dismissed at appeal in the following respects:

- Reduction in ground and first floor bulk to the western elevation of the site to reduce bulk adjacent to Chellows.
- Fenestration at first floor level (Flat 3) altered to provide non-habitable windows to the front elevation and obscure glazing.
- Introduction of hipped roof to single storey side section of the building at western flank.
- Removal of second floor rear balcony and replacement with small dormer with partially obscure glazing.

## **Principle of Development.**

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

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

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

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

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

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

#### Design, Siting and Layout.

Policy 3.4 of the London Plan 2015 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range.

Policy BE1 states that development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H7 requires that the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas.

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

In terms of the impact of the previous schemes on the character and appearance of the area, the Inspector accepted that the building would be of quite a substantial scale, and that the prevailing form of development along Chislehurst Road was generally of a low suburban character. Despite this, he considered that "the proposal would not be out of keeping with the more intensive built form of Kingsmere, or that recently approved at Little Moor, and which together also provide a distinct character to the site's immediate context." Taking this into account, and the fact that the proposed building would not be situated closer to the road than the existing bungalow along with the presence of a deep band of existing mature vegetation to screen the development, he found that "the size, scale and bulk of the proposed building would not constitute a cramped form of development that would be harmful to the character and appearance of the area." This

appeal decision guided a change in form and a subsequent traditional appearance was considered suitable under the previous scheme.

The scheme has 'mock-Tudor' cladding to all elevations. Whilst it is considered that the material palette proposes high quality materials in the form of brick, wood and minimal render, the scheme does appear quite convoluted and busy, particularly with regard to the differing roof pitches and fenestration arrangement. Nevertheless, 'mock Tudor' properties are readily found within the wider Chislehurst area and, on balance, Members may consider this form of development to be acceptable in light of the recent planning history.

The bulk and scale of the scheme has been further reduced from the previous application and it is considered that the overall massing of the proposal is not objected to in principle, subject to its impacts on neighbouring properties. As with the previous schemes, the density of development is not considered to be out of keeping with the area, and the proposed size, scale and bulk of the building would not constitute a cramped form of development on the site, nor would the building project further forward than the existing bungalow

#### Impact of the Development on Neighbouring Residential Amenity

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

In terms of overlooking, the Inspector raised concern as to the impact of the habitable windows within Flat 3 causing overlooking into the rear elevation of Chellows. This impact was considered to be exacerbated by the bulk of the building. The revised scheme reduces the bulk to the western elevation in order to relieve the sense of massing perceived from Chellows. The fenestration has also been revised so that the front facing windows serve the kitchen and will be obscurely glazed. A separation of 25m is retained between the resulting first floor front wall of Flat 3 and Chellows. It is considered that the revised design is satisfactory in terms of preventing any actual or perceived overlooking and overcomes the Inspectors concerns in this regard. To the rear, an inset balcony is proposed to Flat 3. Whilst it is appreciated that overlooking into the rear most portion of the garden at Chellows may occur from these terrace areas, this is away from the dwelling house, and given the size and scale of Chellows rear garden, it is unlikely that this area will be in frequent use as amenity space than that area of garden closest to the rear of the dwelling house.

With regard to the impact of Sandfield Cottage to the rear, a separation of 35m is maintained between the rear elevations, and the previous Inspectors comments are noted as to the lower land level of the neighbouring property. In order to address the concerns of the Inspector, the scheme replaces the second floor rear balcony with a dormer that would be partially obscured. The result is an improved relationship with Sandfield Cottage that Members may consider to be acceptable on balance.

On balance, it is considered that the reduced bulk of the building in addition to the alterations to the balconies and fenestration would result in a development that would not significantly affect outlook and privacy to Sandfield Cottage and Chellows to warrant a refusal on those grounds. The previous Inspector also concluded that the scheme would have no significantly detrimental impact on neighbouring properties at Kingsmere.

### Standard of Residential Accommodation

Policy 3.5 of the London Plan (2015) Quality and Design of Housing Developments states the minimum internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

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

There is a requirement within the London Plan for a Gross Internal Area of 79m<sup>2</sup> for a two bedroom four person unit over two floors and 70m<sup>2</sup> over a single floor. Each of the proposed flats exceeds this minimum standard. On this basis the floor space provision is considered acceptable.

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

In terms of amenity space, the development proposes two bedrooms per unit, which is considered to be a dwelling suitable for family use and in need of external amenity space provision. The Applicant has provided outdoor amenity space to the rear and side of the building. Whilst the location of the amenity space previously proposed was considered by the Inspector to allow for overlooking from the rear balconies, the current application removes the second floor rear balcony and replaces this with a dormer. The first floor balconies will be retained and therefore each flat will be provided with an acceptable outdoor private amenity area. If permission was to be forthcoming, a condition will be added for details of the boundary treatment to be submitted.

### Parking, Highways Safety and Refuse

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

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

### Trees and Landscaping

The application site is not subject to tree related restrictions. The following application was supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicated trees to be removed to facilitate the development. These trees proposed for removal were category C and were not considered to form a constraint to the development. The same Tree Survey Report has been submitted with the current application and the circumstances at the site are not considered to be different in respect to trees. A number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high.

The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Tree Survey Report will reduce the impact upon retained trees. All these elements can be conditioned.

### Conclusion

Having had regard to the above it was considered that the size, scale, design and spatial relationship of the proposed extensions to surrounding properties is acceptable and sits well with surrounding development. The proposed development causes no harm to the wider locality and whilst of a considerable size and scale, is considered in keeping with its residential setting and of acceptable design. 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): 14/02625/FULL1, 15/01581/FULL1, 16/03224/FULL1 and 17/01502/FULL1, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

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

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

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

2. **Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces along with boundary screening vegetation, 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 to ensure the satisfactory drainage of the site.**

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

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

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



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

- 9. The gradient of the access road shall not exceed 1:10 at any point.**

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

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

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

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

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

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

- 13. Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the 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.**

- 14. 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.**

- 15. 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.**

- 16. Before the development hereby permitted is first occupied, the proposed window(s) in the first floor front and second floor rear elevations as indicated on the approved plans 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.**

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

- 18. 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.**

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

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

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

**Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.**

**You are further informed that:**

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre**

commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

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

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

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 The applicant is advised that discharging surface water run-off to public sewer without attenuation is not acceptable.
- 5 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 6 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 7 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.

This page is left intentionally blank

**Application:**17/01502/FULL1

**Address:** Applegarth Chislehurst Road Chislehurst BR7 5LE

**Proposal:** Demolition of existing bungalow and the erection of a 2.5 storey building comprising 4 two bedroom apartments with car parking, cycle and refuse storage.



1:2,360

"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 217

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

This page is left intentionally blank