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DATE: 2 January 2018

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 11 JANUARY 2018 AT 7.00 PM

MARK BOWEN
Director of Corporate Services

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

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

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

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

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

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

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

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(Applications meriting special consideration)

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SECTION 3

(Applications recommended for permission, approval or consent)

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4.11	Kelsey and Eden Park	91 - 92	(17/05587/RECON) - South Suburban Co Op Society, Balmoral Avenue, Beckenham, BR3 3RD REPORT TO FOLLOW

SECTION 4

(Applications recommended for refusal or disapproval of details)

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PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 9 November 2017

Present:

Councillor Richard Scoates (Chairman)
Councillor Simon Fawthrop (Vice-Chairman)
Councillors Nicky Dykes, Keith Onslow, Neil Reddin FCCA,
Colin Smith, Melanie Stevens, Michael Turner and Angela Wilkins

Also Present:

Councillors Graham Arthur and William Huntington-Thresher

14 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Lydia Buttinger, Richard Williams and Kate Lymer and Councillors Keith Onslow, Angela Wilkins and Colin Smith attended as their substitutes respectively.

15 DECLARATIONS OF INTEREST

Councillor Colin Smith declared a non-prejudicial interest in Item 4.3; he left the room for the debate and vote.

16 CONFIRMATION OF MINUTES OF MEETING HELD ON 14 SEPTEMBER 2017

RESOLVED that the Minutes of the meeting held on 14 September 2017 be confirmed and signed as a correct record.

17 PLANNING APPLICATIONS

SECTION 2

(Applications meriting special consideration)

17.1 CRYSTAL PALACE CONSERVATION AREA

(17/02876/FULL1) - Alan Hills Motors, Alma Place, Anerley, London, SE19 2TB

Description of application – Demolition of existing structures and the construction of six dwellings, commercial floorspace, private and communal amenity areas, car parking, refuse and cycle storage.

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

Ward Member, Councillor Angela Wilkins, objected to the application due to its potential adverse impact on the character of the area and potential the harm to residential amenities. Councillor Michael Turner also objected to the application.

The Chairman and Councillor Colin Smith supported the application.

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

**17.2
HAYES AND CONEY HALL**

(17/03199/FULL6) - 6 Hawthorndene Close, Hayes, BR2 7DT

Description of application – Raise existing roof structure and conversion of roof space to form additional bedroom with rear flat roof dormer.

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

Ward Member, Councillor Neil Reddin and Councillor Fawthrop supported the application.

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

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

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

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

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

3. 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.

4. The development hereby permitted shall not increase the ridge of the dwelling by any more than 20cm in height.

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

REASON: In order to prevent an overdevelopment of the site and to allow the Local Planning Authority to consider any further development in compliance with Policy BE1 of the Unitary Development Plan.”

**17.3
HAYES AND CONEY HALL**

(17/03540/FULL1) -Southerly Warren Road, Hayes, Bromley, BR2 7AN

Description of application – Single storey front extension, part one/part two storey side and rear and first floor front extension.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor Graham Arthur, in objection to the application were received at the meeting.

Councillor Arthur referred to a previous application and appreciated the changes the applicant had made but on balance, further amendments could be made. It was also reported that two late letters of support had been received.

Members having considered the report, objections and representations, **RESOLVED** that the application **BE DEFERRED**, without prejudice to any future consideration to **SEEK AN OVERALL REDUCTION IN THE SIZE, SCALE AND MASS SPECIFICALLY IN REGARD TO THE SIDE OF THE DEVELOPMENT.**

**17.4
HAYES AND CONEY HALL**

**(17/03930/FULL1) - 53 Kechill Gardens, Bromley,
BR2 7NB**

Description of application - Erection of one, 4-bed attached dwelling (amendments to planning permission reference 16/01129 (allowed at appeal) to include amendment to roofline, additional single storey rear extension and loft conversion) to 53 Kechill Gardens Hayes Bromley BR2 7NB.

Members having considered the report and objections, **RESOLVED** that the application **BE DEFERRED**, without prejudice to any future consideration, to **REMOVE THE JULIET BALCONY AND, IF ACCEPTABLE, TO BE DECIDED UNDER THE CHIEF PLANNER'S DELEGATED AUTHORITY.**

**17.5
COPERS COPE**

**(17/04181/FULL1) - 127 The Drive, Beckenham,
BR3 1EF**

Description of application – Single storey rear extension.

Councillor Fawthrop objected to the application on the grounds of overdevelopment, lack of side space and bulk.

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

1. The proposed development will have a detrimental impact upon the residential amenity afforded to the owner/occupiers of neighbouring dwellings, exacerbated by the lack of side space to the side of the extension, contrary to Policy BE1 and H8 of the Unitary Development Plan and Draft Local Plan Policy 37.

SECTION 3

(Applications recommended for permission, approval or consent)

**17.6
CHISLEHURST**

**(17/01880/FULL6) - 32 Highfield Road, Chislehurst,
BR7 6QZ**

Description of application – First floor side and single storey front and rear extensions.

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

Members having considered the report and objections, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the

conditions set out in the report of the Chief Planner.

**17.7
CHISLEHURST
CONSERVATION AREA**

(17/02032/ADV) - Queen Mary House, Manor Park Road, Chislehurst, BR7 5PY

Description of application - Proposed hoarding, freestanding sign boards and flags.

Oral representations in objection to the application were received at the meeting. It was reported that a further objection to the application had been received together with supplementary information and photographs from the objector that had been circulated to Members.

The Chairman read comments received from Ward Member, Councillor Katy Boughey in objection to the application.

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

1. The proposed signs due to their size and location would be in conflict with Policy BE21 of the Unitary Development Plan and Draft Local Plan Policy 102, being out of character with the surrounding area and detrimental to the visual amenities of the street scene in this Conservation Area.

**17.8
CHISLEHURST
CONSERVATION AREA**

(17/03264/FULL1) - Jason, Yester Road, Chislehurst, BR7 5HN

Description of application – Demolition of existing bungalow and erection of a three storey pair of semi-detached dwellings with accommodation in roof space.

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.

**17.9
ORPINGTON**

(17/03287/FULL1) - 257-259 High Street, Orpington BR6 0NY

Description of application – Alterations to existing building including replacement and addition of windows, installation of render to facades, repositioning and part enclosure of fire escape stair and erection of terraces at 2nd and 3rd floor levels.

Oral representations in support of the application were received. Oral representations from Ward Member, Councillor William Huntington-Thresher, in objection to the application were received at the meeting.

It was reported that two further objections to the application had been received and supplementary information had been received from a local resident and circulated to Members.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED**, without prejudice to any future consideration, **DEFERRED TO SEEK CLARIFICATION ON THE REMOVAL OF THE BOUNDARY TREATMENT, AMENDMENT OF CONDITION 4 TO ALSO RELATE TO BALCONIES AND TO CLARIFY THE CYCLE PARKING/BIN STORES AND, IF ACCEPTABLE, TO BE DECIDED UNDER THE CHIEF PLANNER'S DELEGATED AUTHORITY.**

**17.10
CHISLEHURST
CONSERVATION AREA**

**(17/03427/FULL1) - Jason, Yester Road,
Chislehurst, BR7 5HN**

Description of application – Demolition of existing bungalow and erection of a three storey pair of semi-detached dwellings with accommodation in roof space.

Oral representations in support of the application were received at the meeting
The Chairman and Councillor Fawthrop objected to the application being an overdevelopment.

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

1. The proposed development is considered to result in an overall overdevelopment of the site, harmful to the character of the wider street scene contrary to Policies BE1, BE11 and H8 of the Unitary Development Plan, the Council's Supplementary Guidance 1 and 2 and Draft Local Plan Policies 6 and 37.

**17.11
COPERS COPE**

**(17/03751/FULL6) - 37 Crescent Road, Beckenham,
BR3 6NF**

Description of application – Two storey side extension, single storey rear extension and covered veranda to the rear, facade infill to the existing first

floor terrace and recessed ground floor entrance area.

It was reported that the application had been amended by documents received on 8 November 2017.

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.

**17.12
CLOCK HOUSE**

(17/04102/FULL1) - 5A Villiers Road, Beckenham, BR3 4NR.

Description of application – Demolition of the existing two storey detached dwelling and redevelopment of the site for a replacement two storey three bedroom detached dwelling with basement.

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.

**17.13
WEST WICKHAM**

(17/04389/FULL6) - 94 Hayes Chase, West Wickham, BR4 0JA

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

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

(The Chairman took his casting vote for permission.)

**17.14
COPERS COPE**

(17/04398/FULL1) - 84 Albemarle Road Beckenham BR3 5HT

Description of application – Demolition of existing dwelling and erection of a part three/part four storey building comprising 7 two bedroom and 2 three bedroom flats with associated parking, amenity space, refuse/cycle store together with alterations to vehicle access and associated landscaping.

Members having considered the report and objections, **RESOLVED that PERMISSION be GRANTED** as recommended, subject to the

conditions and informatives set out in the report of the Chief Planner.

**17.15
BROMLEY COMMON AND
KESTON CONSERVATION
AREA**

(17/04503/RESPA) - 132 Heathfield Road, Keston, BR2 6BA.

Description of application – Change of use from Class B1(a) offices to 16 one bedroom flats with associated car parking and cycle storage. (56 day application for prior approval in respect of transport and highways, contamination, flooding and noise impacts under Class O of the General Permitted Development Order).

Oral representations in support of the application were received at the meeting. Comments from Councillor Alexa Michael in objection to the application were reported and circulated to Members.

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

SECTION 4

(Applications recommended for refusal or disapproval of details)

**17.16
BICKLEY**

(17/03022/FULL1) - 55 Liddon Road, Bromley, BE1 2SR.

Description of application – Erection of additional floor to provide 6 additional residential flats (2 no. two bedroom and 4 no. one bedroom). External elevational alterations to the existing building include new windows, doors, in-set balconies and the formation of a roof terrace. Alterations to the parking layout, provision of refuse store at ground floor level and internal stair with bicycle storage and removal of existing staircase to the rear of the existing building.

It was reported that late transport comments from the applicant and comments from Highways Division had been received and circulated to Members.

Whilst Councillor Colin Smith supported additional suitable housing in the area he objected to the excessive bulk of proposed development. Councillor Fawthrop also objected to the application.

Members having considered the report and objections, **RESOLVED that PERMISSION BE**

REFUSED as recommended, for the reasons set out in the report of the Chief Planner with a further reason to read:-

4. The proposal constitutes an extension of the development permitted under prior approval reference 16/04433/RESPA and would result in the development of 17 dwellings within the building which is considered to form a single development site; and in the absence of any provision of affordable housing, the application fails to accord with the provisions of Policies H2 and H3 of the Unitary Development Plan and of the Council's Adopted Supplementary Planning Document for Affordable Housing, in particular paragraph 6.3.

**17.17
WEST WICKHAM**

(17/03510/FULL1) - Hawes Down Clinic, Hawes Lane, West Wickham, BR4 9AE.

Description of application – Demolition of existing health clinic and erection of two storey building for use as a day nursery with associated external works including replacement boundary fencing/railings, formation of 2 no. car parking spaces and hard and soft landscaping.

It was reported that Ward Members, Councillors Nicolas Bennett JP, Jennifer Gray and Thomas Philpott, objected to the application on the grounds set out in the report. Whilst they recognised the need for new nursery places in their Ward, in their opinions the site was not a suitable location for a nursery of this size.

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

**17.18
ORPINGTON**

(17/03781/FULL1) - 251 High Street, Orpington BR6 0NZ

Description of application - Fourth floor extension to Nos.251-259 High Street Orpington to provide 3 three bedroom, 1 two bedroom and 5 one bedroom flats together with alterations to existing building including replacement and addition of windows, installation of render to facades, repositioning and part enclosure of fire escape stair and erection of terraces at 2nd and 3rd floor levels.

Oral representations in support of the application were received. Oral representations from Ward Member,

Councillor William Huntington-Thresher, in objection to the application were received at the meeting.

Councillor Huntington-Thresher objected to the application as a number of the flats proposed at the rear of the development would overlook Homefield Rise and Lancing Road and he also objected to the bulk of the rearward projection and referred to the last sentence of paragraph 10 on page 229 of the Chief Planner's report.

It was reported that late objections to the application had been received and supplementary information had also been received from a local resident and circulated to Members.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended, for the reasons set out in the report of the Chief Planner with a further reason to read:-

3. The proposal constitutes an extension of the development permitted under prior approval reference 17/00266/RESPA and would result in the development of 43 dwellings within the building which is considered to form a single development site; and in the absence of any provision of affordable housing, the application fails to accord with the provisions of Policies H2 and H3 of the Unitary Development Plan and of the Council's Adopted Supplementary Planning Document for Affordable Housing, in particular paragraph 6.3.

The Meeting ended at 8.35 pm

Chairman

SECTION '2' – Applications meriting special consideration

Application No : 17/03316/FULL6

Ward:
Bickley

Address : 19 Park Hill Bickley Bromley BR1 2JH

OS Grid Ref: E: 542671 N: 168313

Applicant : Mr Haycocks

Objections : YES

Description of Development:

Two storey link attached building; single storey detached building for garage and store

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 13
Smoke Control SCA 12

Proposal

This application proposes a two storey link attached extension and the demolition of the existing garage and erection of double garage and cycle storage. The original host building will provide the kitchen and dining areas to the ground floor, along with a playroom/music room. Two bedrooms and a bathroom are located to the first floor. A single storey glass link, with green roof, will attach the proposed two storey building to the host building and the layout proposes living room, cloakroom and TV/snug to the ground floor and three en-suite bedrooms to the first floor. The scheme includes for photovoltaics to the pitch roof.

The footprint of the proposed extension is c 13.4m x 7m; height to eaves c 5.0m and to top of ridge c 6.7m.

The proposed detached garage will be c 8.2m wide x 6.2m deep and c 2.6m to the eaves and c 4.2m to the ridge height.

Materials proposed include black timber cladding for the building and garage

The supporting letter to the application advises that the original coach house dates back to 1867 but underwent comprehensive reconfiguration in the 1970s to allow it to be used for residential.

Location and Key Constraints

The site is a corner plot located to the end of a cul-de-sac type arrangement. There is no street frontage apart from the access. There is residential to the north, west and east and directly to the front (south) of the plot is a public alleyway with a block of three garages beyond that.

A variety of house type/design exists within the vicinity.

Comments from Local Residents and Groups

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

Objections

- Inappropriate materials - out of keeping
- Increased security risks - recent crimes already and also ASB from adjacent alley
- Create area for flytipping and infestation
- Out of scale
- Queries over dimensions
- Concern over pv panels
- Land is higher than that at Springfield Road - overbearing
- As designed the development could easily become separate plot
- Generally supportive of scheme
- Excessive height of proposed garage
- Covenant on land to restrict to one dwelling
- Any planning consent should restrict occupancy to one dwelling
- Reduce light to adjacent gardens
- Existing trees will not provide continuous screening
- Concern over impact to trees
- Overlooking

Comments from Consultees

Highways: "I assume the proposed 2 story building will remain integral part of the house.

PARKING

The proposal includes the design of a new garage block to the South of the site, which provides a double garage for two cars, plus bike and garden storage (holding 6 bikes), workshop, refuse storage space for the property.

ACCESS

The existing vehicular and pedestrian access to the site via Park Hill is to be retained. The existing driveway is to be retained with the addition of a new garage close to the entrance of the site to provide 2 parking spaces.

REFUSE STORAGE

Refuse storage is proposed to be located within the garage to accommodate both general waste and recycling.

SECURE CYCLE STORAGE

To encourage the use of sustainable transportation, proposals include the provision of secure cycle storage"

No Highway concerns are raised and conditions are suggested in the event of a planning permission.

Tree Officer: "The application site is partially covered by Tree Preservation Order (TPO) BB 17, 1964. This TPO protects a number of trees from the public footpath at the south of the site to Oldfield Road to the north. Officers have verified that many of the trees listed within the TPO are not present in the application site. Application 17/01336/TPO involved two yew trees at the application site. These are the main constraints associated with the development proposals in this application. One of these trees was allowed to be felled and the remaining one to the front was allowed to be reduced by 1.5m.

In general, the proposal appears to be possible with the adoption of precautionary measures. There is limited arboricultural information included in the application. It would therefore be necessary to request a method statement be submitted, if planning permission be granted. This should assess the implications on trees situated within the application site and neighbouring properties".

Planning conditions are recommended in the event permission is granted:

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017 and was subject to an EIP which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

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

London Plan Policies

7.4 Local character

7.6 Architecture

Unitary Development Plan

H8 Residential extensions

T3 Parking

BE1 Design of new development

NE7 Development and Trees

Draft Local Plan

6 Residential Extensions

30 Parking

37 General Design of Development

73 Development and Trees

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Considerations

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

- Design
- Highways
- Neighbouring amenity
- Trees
- CIL

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.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

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 and should not detract from the existing street scene. 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. It is also concerned that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants.

Policy H8 is also concerned with the scale, form and materials of construction which should respect or complement those of the host dwelling and be compatible with development in the surrounding area. It advises that the Council will normally expect the design of residential extensions to blend with the style and materials of the main building. Para 4.47 advises in respect of annex accommodation and notes that problems can arise where annex type development constitutes a self-contained unit which could potentially be severed from the main dwelling and which can result in the creation of substandard accommodation with inadequate privacy, access provision, parking and amenity space

This is a substantial proposal; the supporting documents set out the rationale for the proposed approach and highlight that "...although the existing dwelling is not statutorily or locally recognised as a heritage asset, we consider that it has some historic interest, and the glass link has therefore been used to ensure that the original dwelling remains legible.... The glazed link ... will accommodate the main access into the property...".

Revised plans received indicate an increased separation to the eastern boundary to c 2.4m and set slightly back into the site from that originally proposed. The garage has been reduced in height with a nominal re-siting.

The approach and design of this scheme requires very careful consideration including that the link detached nature of the design lends itself to concern with sub-division and the materials are wholly different from the host dwelling.

Local objections are raised as summarised above and include concerns with severance, that the design is out of keeping, inappropriate materials and use of pv panels, scale and security. Concerns were also raised in respect of the height of the garage; as noted revised plans have been received which reduce the height of the garage.

When drawing on the wider context of the vicinity where there are a number of large detached dwellinghouses the scale of the proposal may be considered to sit comfortably within the plot and context. The link design helps to guard visually

against a development mass and the plot is quite well tucked away and therefore the immediate visual impact of the two storey development is not that apparent from the wider street scene of Park Hill. There will be some impact on the residential amenity to the dwellings to the east and this will be considered further below.

The host building is a charming, small scale dwelling located on a generous plot in a corner location. Policy H8, as noted, advises that the Council will normally expect the design of residential extensions to blend with the style and materials of the main building. The principle of extensions in this location is acceptable and in this particular instance the design approach has deliberately sought to retain the legibility of the host dwelling and in so doing proposes a contemporary approach with contrasting materials. Given the size of the plot, the discreet corner location and that the site is not within a conservation area nor listed in any way it may be considered that this is a creative response enabling the retention of the original coach house whilst not resulting in a detrimental impact on the street scene.

The proposed materials do contrast with those of the host dwelling but given the design approach as a whole Members may consider that this would result in a development that is imaginative and attractive to look at, which complements the scale, form, layout and materials of adjacent buildings, as required by Policy BE1.

The siting of the garage in itself, given the unusual relationship of the plot to the street, may not be considered unacceptable. Revised plans have reduced the overall ridge height to just over 4m. Given the siting within the plot, the set back of c1.4m, and the retention of a soft landscaping strip, to the southern boundary this proposed garage building may not be considered to result in an undue impact within the wider street scene.

In terms of concerns with severance local objections have referred to a covenant (copy of which is provided by the applicant's agent to support the proposal) which restricts the plot to one dwelling. Covenants are a private legal matter between the two parties concerned and sit outside of the planning remit. However, in the event of a planning permission a condition is appropriate to guard against severance and for the planning merits of the case to be considered in that event.

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. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

No Highways objections are raised.

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.

Neighbour concerns are raised, as summarised above, in terms of the impact on amenity. In respect of overlooking there will likely be a degree of oblique overlooking from windows in the north and south first floor elevations. Roof lights to the east will serve a stairwell and bathroom areas. Given the configuration of proposed fenestration and the relationship to adjacent plots any overlooking is unlikely to result in such significant harm as to raise a planning concern.

The rear gardens to properties in Springfield Road are c 20m deep and are set to the east of the application site. The levels do vary and in the event of a planning permission it may be appropriate to apply a planning condition in respect of slab levels. The proposed development will be set c 2.5m from the eastern boundary and proposes a height to eaves of c 5.0m and to ridge 6.7m. There is an element of screening to this boundary but as site photos indicate views from the site through to the rear of houses in Springfield Road are evident. On balance, given the separation from the boundary, the orientation, the size of the gardens to houses in Springfield Road and the resultant separation, although the proposed development will be visible from these houses it is not likely to result in such overbearing development as to warrant a planning refusal ground.

The extended part is located well away from the adjacent plot to the west (No 17) and it is not considered that the proposal would result in such undue impact on neighbouring amenities as to raise planning concern.

Local concerns are raised in respect of security however it is not considered that the introduction of extended development as proposed will exacerbate the existing situation and with potential for enhanced home security measures may help to bring positive benefits in this respect.

Trees

The application site is partially covered by Tree Preservation Order (TPO) BB 17, 1964. The Council's tree officer considers that the proposal appears to be possible with the adoption of precautionary measures. Conditions are suggested in the event of a planning permission.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this application.

Conclusion

Having had regard to the above 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 character of the area.

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

as amended by documents received on 05.12.2017

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 appearance of the building and the visual amenities of the area

- 3 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.

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

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

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

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works

Depth, extent and means of excavation of foundations and details of method of construction of new foundations

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone

Details of the method to be used for the removal of existing hard surfacing within the protected zone

Details of the nature and installation of any new surfacing within the protected zone

Methods proposed for the watering of the trees during the course of the project

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

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

- 6 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.

- 7 The additional accommodation shall be used only by members of the household occupying the dwelling at The Coach House, 19 Park Hill and shall not be severed to form a separate self-contained unit.

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

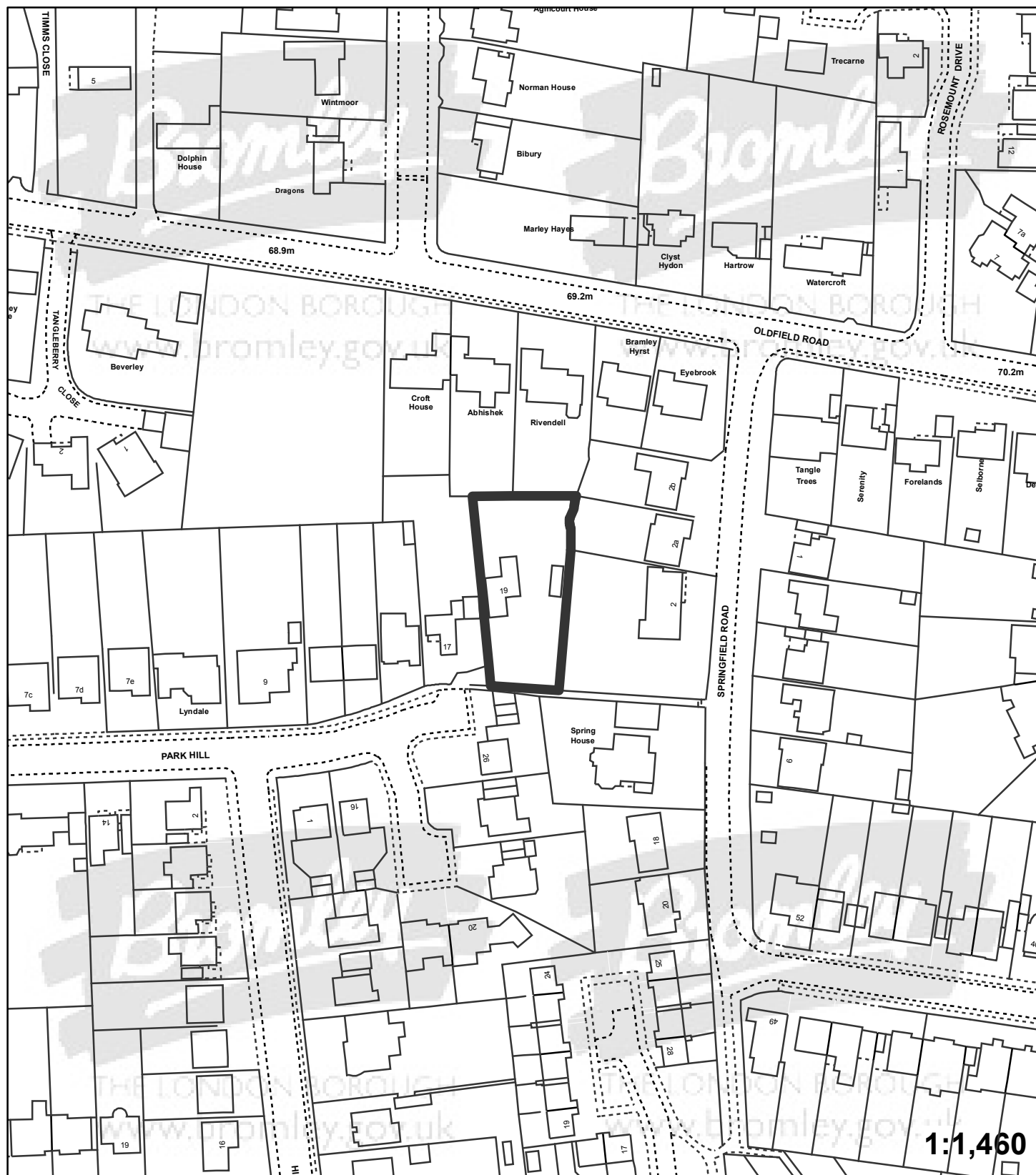
8 The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

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

Application:17/03316/FULL6

Address: 19 Park Hill Bickley Bromley BR1 2JH

Proposal: Two storey link attached building; single storey detached building for garage and store



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

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SECTION '2' – Applications meriting special consideration

Application No : 17/05018/RECON

Ward:
Bromley Common And
Keston

Address : 2A Jackson Road Bromley BR2 8NP

OS Grid Ref: E: 542460 N: 165943

Applicant : Mr H Karaoglan

Objections : YES

Description of Development:

Variation of Condition 2 of planning permission ref 14/02458/VAR(single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation to Monday - Saturday: 08.30 - 19.00 hours.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 22

Proposal

This application seeks the variation of condition 2 of planning permission reference 14/02458 (single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation.

Condition 2 of permission 14/02458 states that the use shall not operate on any Sunday or Bank Holiday nor before 0900 or after 1800 on Monday to Saturday.

This application seeks to extend opening hours to Monday to Saturday 0830 hours to 1900 hours.

The application advises that the increased hours will help their competitiveness in the local trade and to allow customers more flexibility for example, popping in before going to work, or after work.

This is a resubmission after a previous planning refusal which sought to additionally open on Sundays and Bank Holidays.

Location and Key Constraints

The application site is located to the southern side of Jackson Road and is located to the rear of 137 Hastings Road. There is a local parade of shops fronting onto Hastings Road and the application site is located to a return frontage into Jackson Road.

Comments from Local Residents and Groups

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

Objections

- Numerous applications to increase hours; breaches the permitted hours.
- Previous planning committees have stipulated that the hours should be kept to 9am to 6pm to minimise disturbance and enable parking when residents returning home from work.
- Jackson Road is a residential road needs of the residents should come first - extended hours will exacerbate existing parking problems; the council has still failed to rectify parking problems; red line at start of road is ignored.
- Extended hours will cause more noise disturbance to residents both in the morning and the evening
- barbers shop will be lit up late into the evening - light pollution
- noise disturbance
- 2 other hairdressers in close proximity so no need for the barbers to open for longer hours current opening hours provide more than sufficient time for customers to get their hair cut.
- permit parking would be helpful

Comments from Consultees

Environmental Health Pollution Officer: no objections to permission being granted.

Highways: Highways comments note that the proposal site is situated to the southern side of Jackson Road and to the rear of 137 Hastings Road. They are of the opinion that the development would not have a significant impact on the parking demand in the area, therefore on balance raise no objection to the proposal.

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017 and was subject to an EIP which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

London Plan Policies

Policy 7.1 Lifetime Neighbourhoods
 Policy 7.4 Local Character
 Policy 6.3 Transport Capacity

Unitary Development Plan

BE1 Design of New Development
 S5 Local Neighbourhood Centres, Parades and Individual Shops
 T18 Road Safety

Emerging Local Plan

Draft Policy 37
 Draft Policy 96
 Draft Policy 32

Supplementary Planning Guidance

List relevant London Plan or Bromley SPGs here

Planning History

The relevant planning history relating to the application site includes:

08/01637/FULL1 Change of use to land rear of 137 Hastings Road Bromley to hand car washing service - refused;
 08/04001 Change of use to land rear of 137 Hastings Road Bromley for car hand wash - refused;
 13/01136 Single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front - permission;

13/01136/AMD AMENDMENT: Proposed new opening (a door and a window) to the flank wall facing east - refused as a non-material amendment and subsequently approved under planning application reference 14/04048;
14/02458/VAR Variation of condition 2 of planning permission ref. 13/01136 (single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation on Monday to Wednesday 9am to 6pm, Thursday to Friday 9am to 7pm, Saturday 9am to 6pm and Sunday 11am to 4pm at 137 Hastings Road/2A Jackson Road.

Condition 2 of permission 14/02458 states that the use shall not operate on any Sunday or Bank Holiday nor before 0900 or after 1800 on Monday to Saturday.

17/01780 Variation of Condition 2 of planning permission ref 14/02458/VAR(single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation to Monday - Wednesday: 08.45 - 18.30 hours; Thursday - Friday: 08.45 - 19.00 hours; Saturday: 08.30 - 18.00 hours; Sunday: 10.30 - 15.00 hours; Bank Holidays: 10.30 - 15.00 hours - refused for the following reason:

"The proposed variation to the hours and days of operation would be seriously detrimental to the amenities that surrounding residents might reasonably expect to be able to continue to enjoy by reason of noise and general disturbance associated with the comings and goings related to the use of the building thereby contrary to Policy BE1 of the Unitary Development Plan".

Considerations

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

- Resubmission
- Highways
- Neighbouring amenity

Resubmission

This was previously deferred from the Plans sub-committee (PSC) on the 20/7/17 in order to seek consistency of week day hours and removal of Sunday and Bank Holidays. As no revised details were received the application was subsequently refused (see above).

The application has now been revised to solely apply for increased hours Monday to Saturday. The application is re-presented to PSC due to the planning history relating to the site.

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. The NPPF clearly states that development should only be

prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

Local objections are raised in respect of impact on parking, which is already bad in the vicinity.

With regard to impact on parking and the highway, whilst Members may note the objections, the Highways Officer is of the opinion that the development would not have a significant impact on the parking demand in the area and therefore raises no objection to the proposal

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.

Local objections are received and include concern that extending hours of opening will cause noise and disturbance and that the original restriction on hours was previously applied to minimise disturbance to residents

There is a certain level of activity around the existing local parade of shops which fronts on to Hastings Road. The planning history recognises that the unit at 2a Jackson Road brings a level of commercial activity in to this residential street and seeks to protect amenity by the imposition of restrictive hours and days of use.

However the premises are not large and given the existing use it is considered unlikely that the proposed increase in hours (by 30 minutes in the mornings - to 0830 hours and 60 minutes in the evening - to 1900 hours) to the existing operating days will generate significant noise from movements of customers by vehicle or on foot.

The planning report to the previous application considered "On balance therefore, and taking into account the planning history, it may be considered that the introduction of commercial activity into a residential environment on Sundays and bank holidays by way of comings and goings when there is currently none is likely to result in a detrimental impact on neighbouring amenity". This concern was centred around the increase to proposed days and not to the proposed hours to existing days.

Conclusion

It is for careful consideration as to the extent of the impact that may arise from the increased hours of operation. On balance, given the above Members may consider that it will unlikely result in such an unneighbourly impact as to warrant a planning ground of refusal.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

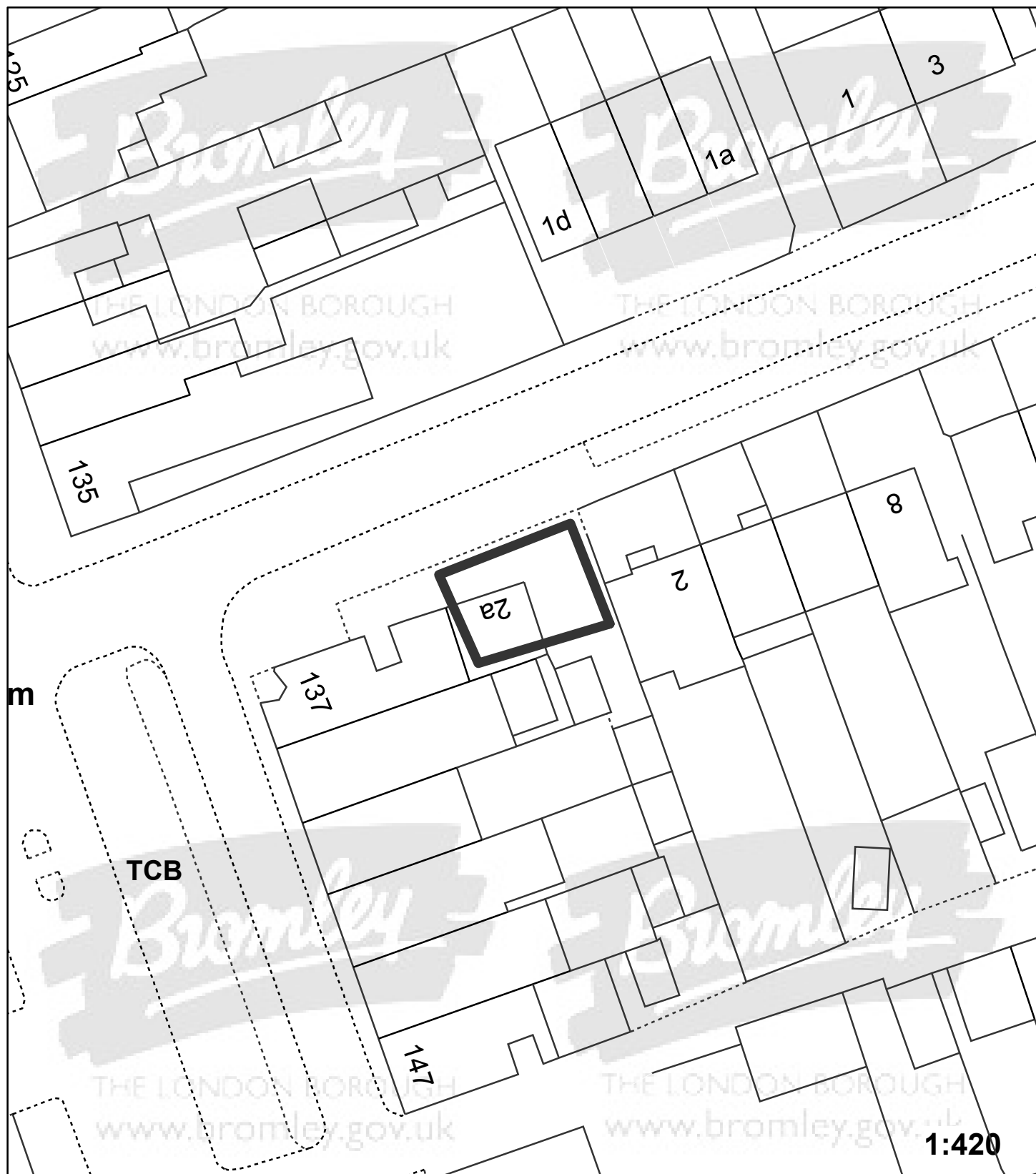
- 1 The use shall not operate on any Sunday or bank Holiday nor before 0830 hours or after 1900 hours on Monday to Saturday**

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

Application:17/05018/RECON

Address: 2A Jackson Road Bromley BR2 8NP

Proposal: Variation of Condition 2 of planning permission ref 14/02458/VAR(single storey rear extension for use as a separate shop (A1 use class) and installation of associated shop front) to extend hours of operation to Monday - Saturday: 08.30 - 19.00 hours.



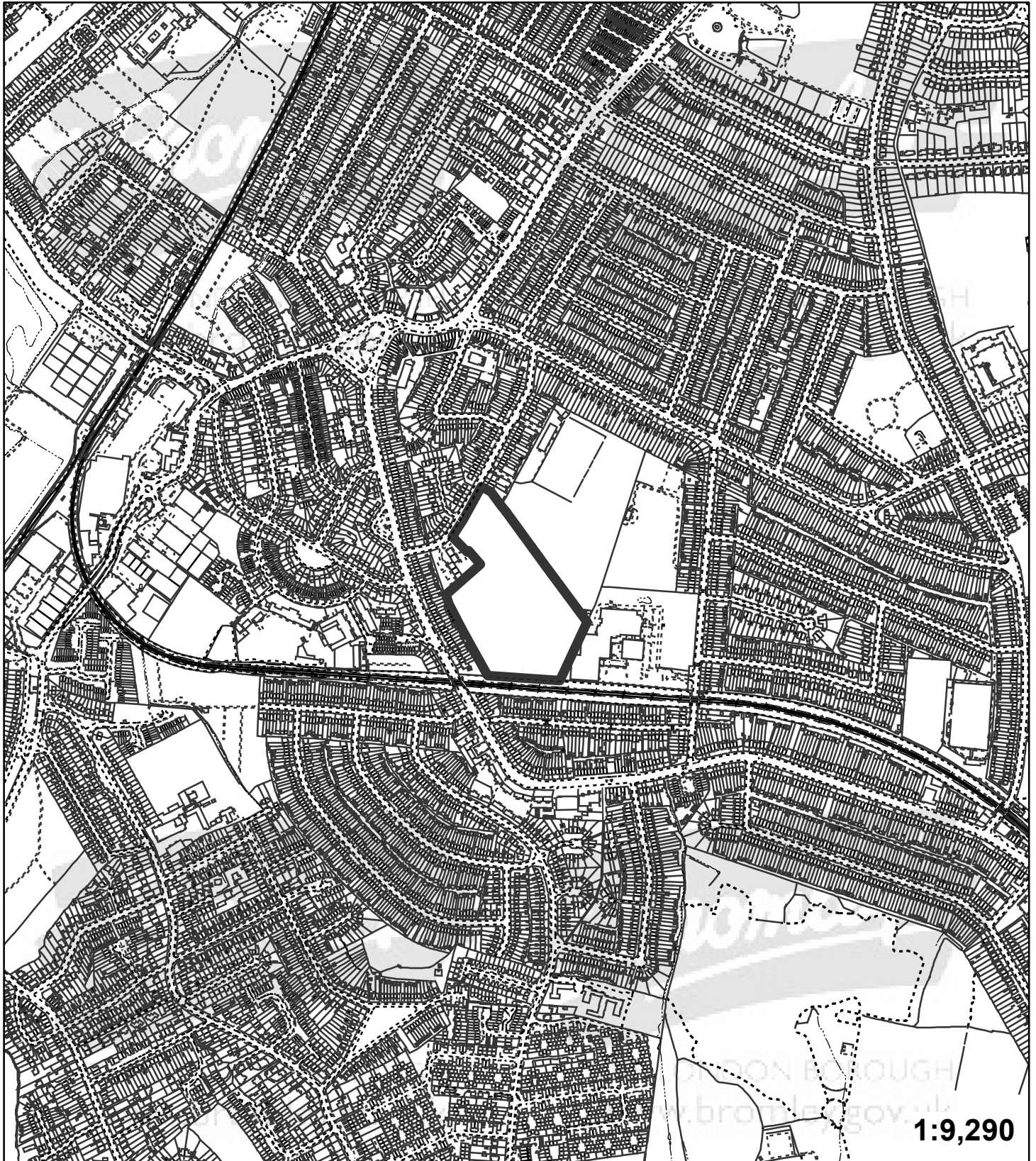
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Application:16/03145/AMD

Address: South Suburban Co Op Society Balmoral Avenue Beckenham
BR3 3RD

Proposal: AMENDMENT: Proposed amendment to flood risk and drainage strategies.



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

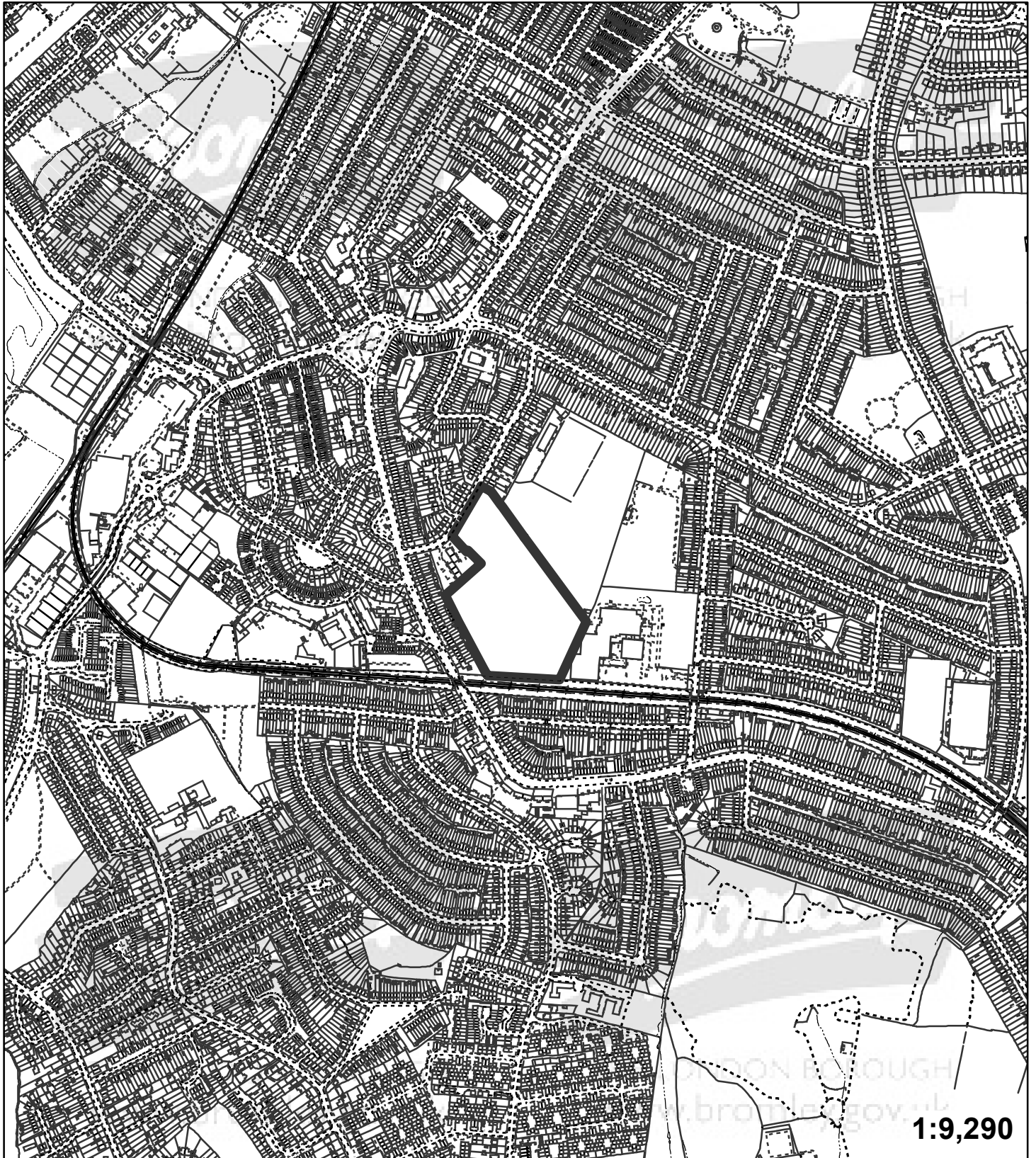
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Application:16/03145/CONDT1

Address: South Suburban Co Op Society Balmoral Avenue Beckenham
BR3 3RD

Proposal: Details submitted in relation to planning permission ref.
16/03145/OUT

Condition 3 - Layout of the Access Roads, Pedestrian Access and Turning
Area



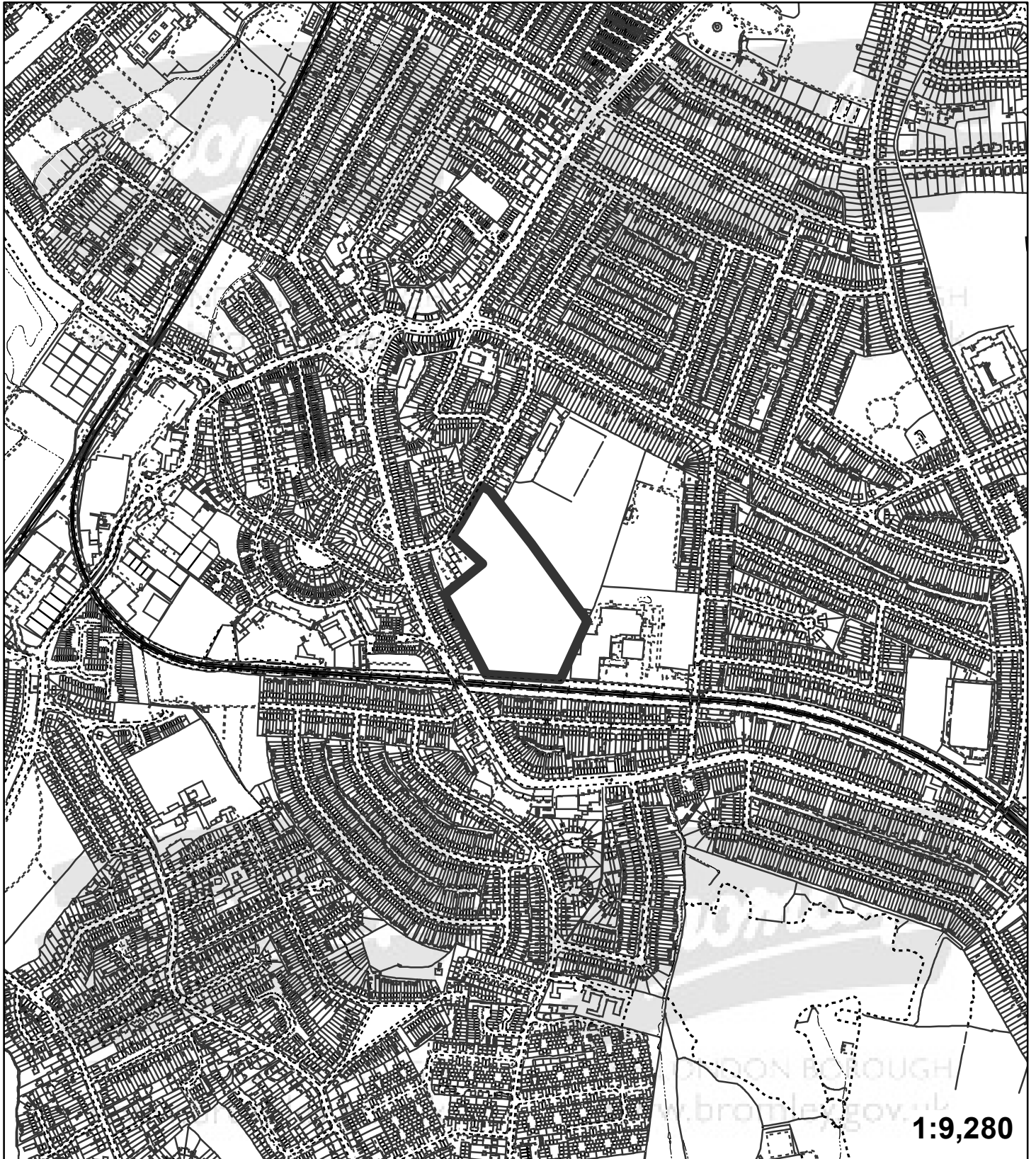
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should not be used to identify the extent of the application site"

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Application:17/03857/DET

Address: South Suburban Co Op Society Balmoral Avenue Beckenham
BR3 3RD

Proposal: Details of appearance and landscaping pursuant to outline permission ref 16/03145/OUT for the erection of 2 buildings of two to three storeys comprising 13,508 square metres (Gross External Area) of Class D1 floorspace to provide an 8 form entry plus 6th form school (up to 1,680



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

Application No : 17/04252/FULL1

Ward:
Hayes And Coney Hall

Address : 6 Bourne Way Hayes Bromley BR2 7EY

OS Grid Ref: E: 540007 N: 166023

Applicant : Mr Ricky Ellul

Objections : YES

Description of Development:

Change of the Use Class from A5 (hot food and takeaway) to a mixed Use Class A4 (drinking establishment) & A3 (restaurants and cafes) and the installation of new shop frontage.

Key designations:

Biggin Hill Safeguarding Birds
Smoke Control SCA 51

Proposal

Permission is sought for the change of use from Class A5 (hot food and takeaway) to a mixed Use Class A4 / A3 (drinking establishment / restaurant and cafe). The proposal also includes the installation of new shop frontage.

Location and Key Constraints

The application site is a mid terraced property located on Bourne Way, Hayes. The surrounding area is characterised by a range of commercial properties, located next Hayes Station. The site is currently operating as a hot food takeaway (Class A5).

Comments from Local Residents and Groups

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

Objections:

- Already in close proximity to 5 late night establishments which already produce an unacceptable level of noise
- There is no need for an additional drinking establishment
- This is both commercial and residential area therefore the commercial units should complement and serve the local residents rather than cause adverse noise levels and stress.

Comments from Consultees

Environmental Health Pollution Officer:

- The drawing appears to show that the new front is capable of being opened across the full width so that in effect the premises would be completely open.
- At times this could result in a serious loss of amenity to residents living opposite and therefore would recommend that either the frontage be limited to no more than one single openable door, or the Applicant submits a Noise Impact Assessment which could calculate noise levels at nearby noise-sensitive buildings
- Revised plans were received 23/11/17 which limited the frontage to a single door only. As such, no objection was raised subject to a condition for hours of operation.

Highways:

- The development is located to the north of Bourne Way; there are parking bays immediately outside the premises.
- Also there is a public car park within vicinity of the site
- On balance no objection is raised.

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

London Plan Policies

4.7 Retail and town centre development

4.8 Supporting a successful and diverse retail sector and related facilities and services

7.4 Local Character

7.5 Public Realm

7.15 Noise

Unitary Development Plan

BE1 Design of New Development

S4 Local Centres

S9 Food & Drink Premises

T3 Parking

T18 Road Safety

Emerging Local Plan

Draft Policy 30 Parking

Draft Policy 32 Road Safety

Draft Policy 37 General Design of Development

Draft Policy 95 Local Centres

Draft Policy 96 Neighbourhood Local Centres, Local Parades and Individual Shops

Draft Policy 98 Restaurants, Pubs & Hot Food Takeaways

Planning History

The relevant planning history relating to the application site is summarised as follows:

- 86/02604/FUL - Change of use from retail to a showroom for the sale of overseas holiday apartments - Refused 27.11.1986
- 97/01153/FUL - Change of use from retail shop Class A1 to financial and professional services class A2 - Permitted 10.07.1997
- 97/03340/FUL - change of use to A3 take away food shop Class A3 - Refused 16.04.1998
- 02/00188/FULL1 - shopfront - Permitted 27.02.2002
- 02/00802/ADV - Internally illuminated fascia and projecting signs - Consent granted 11.09.2002

Considerations

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

- Principle
- Design
- Highways

- Neighbouring amenity

Principle

The site lies within a designated Local Centre as defined by Appendix V (Shopping Frontages) of the Bromley UDP. The site is currently used as a hot food takeaway (Class A5). Permission is sought for the change of use to Class A4/A3 and alterations to the shop front. It has been confirmed in writing that the intended use is as a micropub.

Policy S9 of the UDP states that the Council will only permit proposals for additional restaurants and cafes (Class A3), drinking establishments (Class A4) and hot food takeaways (Class A5) where:

- (i) the proposal would have no adverse impact on residential amenity;
- (ii) the proposal would not cause undue traffic congestion or be detrimental to the safety of other road users and pedestrians;
- (iii) the proposal would not result in an over concentration of food and drink establishments, out of character with the retailing function of the area; and
- (iv) where appropriate, the proposal does not conflict with Policies S1, S2, S4 or S5.

The site is located within a parade of commercial units, located within the Hayes Local Centre. Hayes station is located at the north and residential units are located to the south. It is noted that the neighbouring commercial units currently consists of a mix of retail, taxi office, restaurants and takeaways. The existing unit is currently used as a hot food takeaway (Class A5) therefore the proposal is not considered to impact on the character of the area. It is noted that the neighbouring unit, No.4, is currently operating as an 'Italian Tapas Bar' however this site was refused planning permission under planning ref. 07/02770/FULL2 and 14/04206/FULL2 for the change of use from A1 Retail to A3 Restaurant/Café due to the loss of an A1 retail unit contrary to Policies S4 and S9, and the subsequent appeal (APP/G5180/W/15/3005926) was also dismissed.

The New Inn pub is located to the east, situated some 60m from this site. It is considered that the use as a micropub would add variety and choice, therefore is not considered to be inappropriate for such an area.

The opening hours for the proposed use would be Monday to Thursday - 12:00-22:00, Friday and Saturday - 12:00-23:00 and Sunday 12:00-21:00. The Design and Access Statement indicates that this will match the current opening hours. The proposed use would operate just outside core shopping hours. However, it would provide a significant level of footfall within the early evenings. At the weekends the use would be operational during key shopping hours and would also draw people to the area. Therefore in this case, it is considered that the proposal would contribute to the range of local services and provide a facility, which could be used to support the local community. It would not detract from the vitality or viability of the parade and would generate a level of footfall. It is therefore considered that the proposed hours of opening are not excessive or un-neighbourly and the proposal is considered to comply with the requirements of Policy S9.

Design

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

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The proposed elevational alterations, including the new shopfront, are considered to be sympathetic and reflective of the shopping frontage's existing character. The materials proposed include timber with glass panels. Furthermore, the revised plan proposes a single openable door thereby minimising the noise and disturbance to surrounding residents.

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. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

The area has a PTAL level of 3 (on a scale of 0 - 6b, where 6b is the most accessible). The development is located to the north of Bourne Way and benefits from parking bays immediately outside the premises. There is also a public car park within vicinity of the site. As such no object was raised by the Councils Highways Officer.

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 unit comprises a basement level and ground floor level only, there are no residential units over. The closest residential units are located to the south. Concerns have been raised regarding the increase in noise and disturbance resulting from the proposed use.

The site is however located close to Hayes Station and within the retail area of Station Approach. There is already therefore a low background ambient noise level generated from the passing vehicular traffic, pedestrians and buses. The change from Class A5 to Class A4/A3 is expected to generate a similar level of comings and goings to the existing A1 use, albeit that the micropub would be open on a Sunday, where isn't currently.

The opening hours will include evenings, and the nature of the use is considered to have some impact on the amenities of local residents as it comprises an evening drinking use. Revised plans were received 23/11/17 which amended the shopfront, limiting the frontage to a single door only to reduce potential noise and disturbance. As such, no objection was received from the Councils Environmental Health Officer. However it is considered appropriate to include a condition regarding hours of operation.

Given the location and relationship to nearby premises it is not considered that the proposed use will have any detrimental impact on neighbouring amenity.

Conclusion

Having had regard to the above it was considered that the proposal 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. The Hayes Local Centre is not compromised and the proposal does not impact harmfully on conditions of highway safety.

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

as amended by documents received on 23.11.2017

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 The materials to be used for the external surfaces of the building shall be timber with double glazed units, 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.

4 The use shall not operate before 12:00 and after 22:00 Monday to Thursday, before 12:00 and after 23:00 Friday and Saturday, and before 12:00 and after 21:00 on Sundays and Bank Holidays.

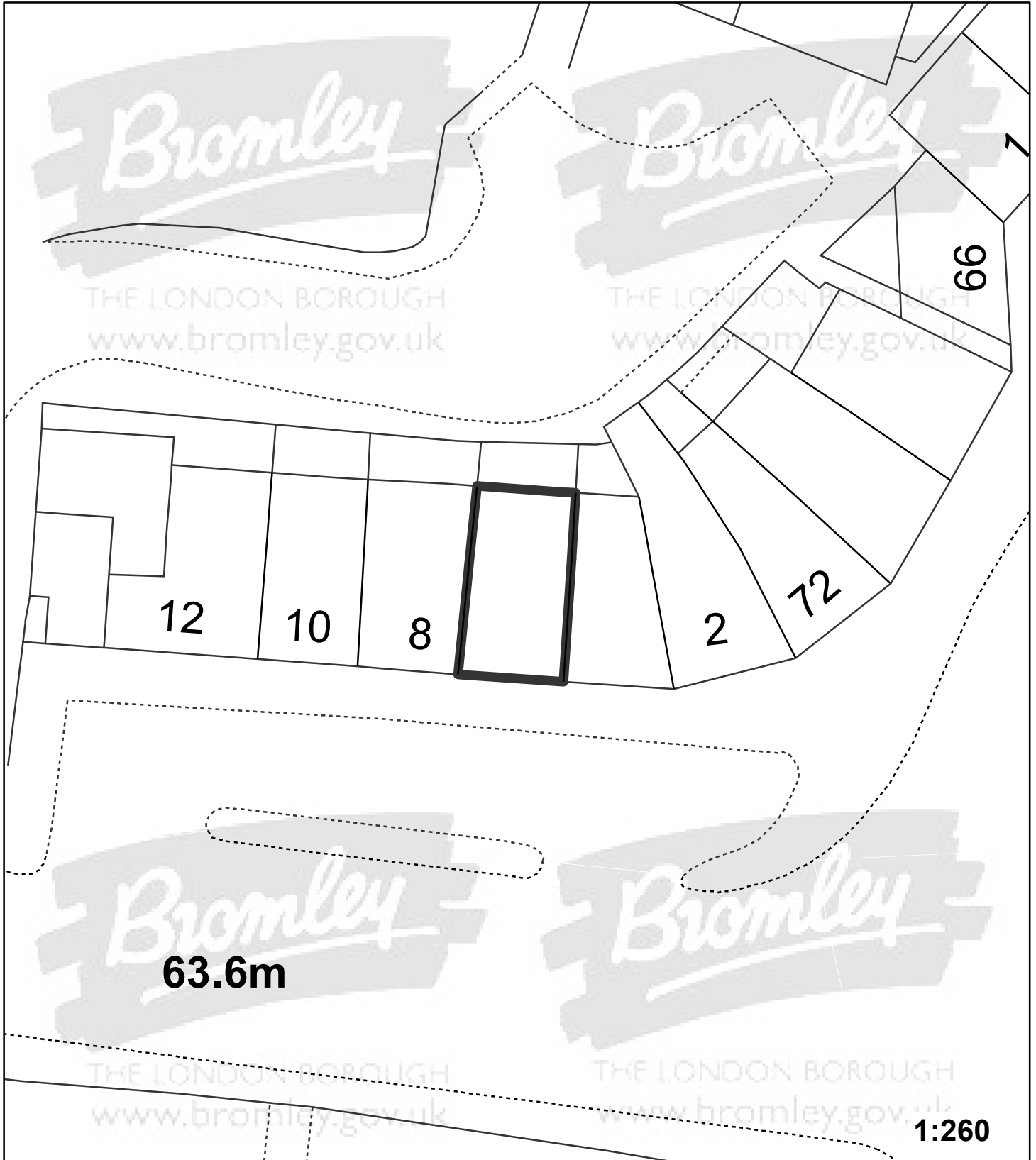
Reason: In order to comply with Policy S9 of the Unitary Development Plan and in the interest of the amenities of the area.

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Application:17/04252/FULL1

Address: 6 Bourne Way Hayes Bromley BR2 7EY

<BOL>Proposal:</BOL> Change of the Use Class from A5 (hot food and takeaway) to a mixed Use Class A4 (drinking establishment) & A3 (restaurants and cafes) and the installation of new shop frontage.



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

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

Application No : 17/04656/FULL1

Ward:
Plaistow And Sundridge

Address : 270 Rangefield Road Bromley BR1 4QY

OS Grid Ref: E: 539994 N: 171022

Applicant : Mr Crouch

Objections : YES

Description of Development:

Construction of replacement Cricket Club pavilion

Key designations:

Biggin Hill Safeguarding Birds
Smoke Control SCA 7

Proposal

Planning permission is sought for the construction of a replacement cricket club pavilion. The original building on the site was recently destroyed by a fire.

The building proposed is a low rise single storey structure located to the northern side of the playing field that comprises the sports field used by the cricket club.

The structure measures 28.26m by 7.9m by 3.3m maximum height to its ridge and 2.7m to the eaves and is situated 11m from the rear garden boundaries of properties on Rangefield Road. The structure will be clad in irregular Elm boarding wood and will have a decked area to the south side facing the sports ground.

An officer site visit has confirmed that the structure is largely complete on site with an additional scoreboard structure located to the south east corner of the building not indicated on the proposed plans.

Location and Key Constraints

Downham Cricket Club is located on Rangefield Road behind the properties on the south west side of the road. The surrounding area is mainly residential in character.

The site is located within a designated area of Urban Open Space and 21m north east of a River Centre Line.

Comments from Local Residents and Groups

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

- This is the redevelopment of something critical to the neighbourhood replacing the damage done by arson.

Comments from Consultees

Environmental Health Pollution Officer:

No objections.

Drainage Engineer:

Further details for surface water drainage requested by condition.

Highways:

No objection. The proposal is for a replacement only.

Sport England:

It is proposed to replace an existing cricket pavilion. Having assessed the application, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:

E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

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

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

London Plan Policies

3.16 Protection and Enhancement of Social Infrastructure

5.1 Climate Change Mitigation

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.7 Renewable Energy

5.13 Sustainable Drainage

5.15 Water Use and Supplies

5.16 Waste Self-Sufficiency

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.6 Architecture

7.18 Protecting Open Space and Addressing Deficiency

7.19 Biodiversity and Access to Nature

7.21 Trees and Woodlands

Unitary Development Plan

BE1 Design of New Development

NE7 Development and Trees

G8 Urban Open Space

C1 Community Facilities

T1 Transport Demand

T3 Parking

T7 Cyclists

T18 Road Safety

Emerging Local Plan

20	Community Facilities
33	Access for All
37	General design of development
55	Urban Open Space
73	Development and Trees
77	Landscape Quality and Character
112	Planning for Sustainable Waste management
113	Waste Management in New Development
116	Sustainable Urban Drainage Systems (SUDS)
118	Contaminated Land
119	Noise Pollution
120	Air Quality
122	Light Pollution
123	Sustainable Design and Construction
124	Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Supplementary Planning Guidance

Supplementary Planning Guidance 1: General Design Principles

Planning History

There is no relevant planning history relating to the application site.

Considerations

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
- Impact on the amenity of neighbouring properties
- Highways and traffic Issues

Principle

Policy G8 details that proposals for built development Urban Open Space (UOS) will be permitted where the development is related to the existing use or the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or any replacement buildings do not exceed the site coverage of the existing development on the site. The Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space. In all cases, the scale, siting,

and size of the proposal should not unduly impair the open nature of the site. Draft Policy 55 of the emerging Local Plan largely reiterates these criteria.

The replacement building proposed will create a uniform singular building that is of limited scale and height. The original floor area of the pavilion building was marginally smaller. The replacement building would be approximately 223m² which equates to a negligible minor increase to the ground floor area. The singular nature of the building is considered to have a neutral impact on the open nature of the site and visual amenity of the area due to the siting of the replacement building being within the approximate same location and footprint as per the original building. The site is located close to the built up area and would be low level and built with complimentary materials. The development would not be located on land used for playing sport but on an existing building footprint.

On this basis it is considered that the proposal whilst being located in Urban Open Space does not contravene policy as the proposed development is of limited size and will be located within an existing developed area of the site as opposed to creating a newly developed area. The proposal will not injure the open nature of the site or harm visual amenity of the locality.

Design

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

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

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.

In terms of design the proposed replacement building on site would not result in the building appearing incongruous within its setting in comparison to the original pavilion building. The building is also proposed to be constructed in timber cladding complimentary to its use and open location. Subject to the compliance of the indicated materials by condition the design is considered to be acceptable within the open character of this location.

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. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

It is not considered that the proposal would have any effect on highway safety and the proposal would not cause increased on street parking due to the space for parking available on the site as per the existing situation.

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 building would not be any more visible than the original building on the site from any surrounding residential properties in the vicinity to the site and therefore will not affect residential amenity of any adjoining occupiers to the site. Furthermore, given the location and distance to the nearest residential properties it is not considered that the replacement building will impact on the amenities of surrounding land uses in terms of noise and disturbance.

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

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 informative is recommended with any approval to ensure that the development strives to achieve these objectives.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Conclusion

Having had regard to the above, it was considered that the development in the manner proposed is acceptable in that the character and appearance of the replacement building would be considered an enhancement of the site. The open nature and visual amenities of the Urban Open Space would not be harmed or those of neighbouring property and that there would be no detrimental impact on conditions of road safety.

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

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 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.

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

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

5 Notwithstanding the submitted plans, no development is to commence until revised details of the scoreboard structure located to the south east corner of the building have been submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved revised details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the visual amenities of the locality.

You are further informed that:

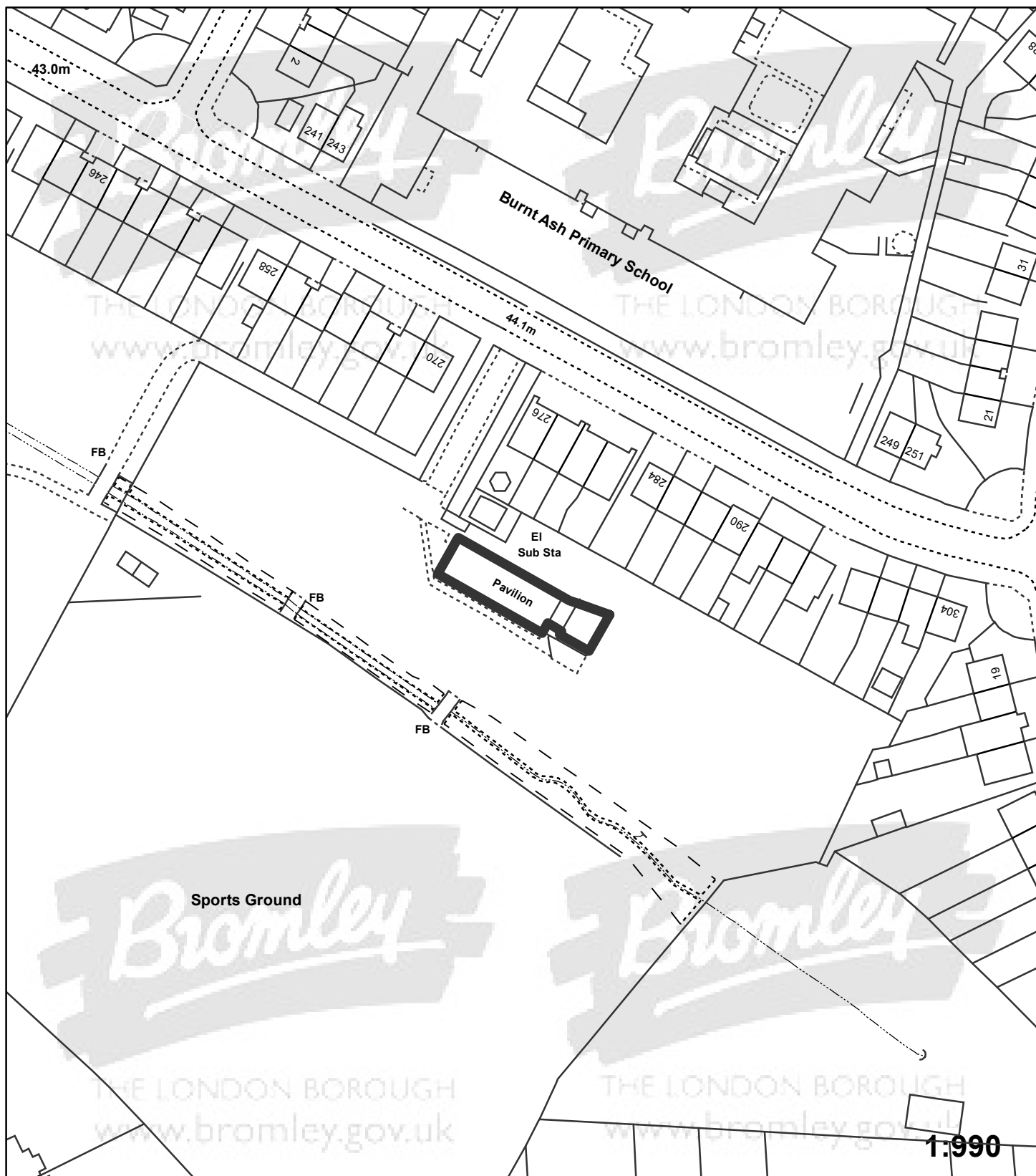
1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

2 The applicant is advised that the development shall strive to achieve 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 of Policy 5.2 of the London Plan.

Application:17/04656/FULL1

Address: 270 Rangefield Road Bromley BR1 4QY

Proposal: Construction of replacement Cricket Club pavilion



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

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

Application No : 17/04946/FULL1

Ward:
Bickley

Address : The Widmore Centre Nightingale Lane
Bromley BR1 2SQ

OS Grid Ref: E: 541374 N: 169020

Applicant : Kier Construction (Southern) Ltd

Objections : YES

Description of Development:

Part demolition of existing building and associated reinstatement and hard landscaping works, minor external alterations to existing building and installation of access ramps

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 13
Urban Open Space

Proposal

The application proposes demolition of the modern rear extensions to the eastern Block A and the modern infill to the front of Block B. The areas in which these extensions adjoined the main building would then be made good. The GIA of the existing building is 4792m² and the GIA upon completion of the works would be 3739.7m², this equates to a reduction of just over 1000m² of floor space.

No new floor space is proposed.

External works are proposed with the installation and replacement of access ramps and stairs around the site. New fencing, of no more than 2m in height is proposed within the site, and at points along the east, west and southern boundaries. Elevational alterations are also proposed in the form of new flues and vents.

A new external landscaped play area would be provided on the footprint of the demolished extension to the rear of Block A. A further games court is also proposed to the south of the demolished block.

Vehicular access would be as existing, maintaining the existing one-way arrangement from Liddon Road and onto Nightingale Lane.

The existing parking on site would be reduced and reconfigured with 19 parking spaces, including 4 accessible spaces located to the east of Block A. There is an

existing car park with 78 spaces located to the south of the site and this is shared with Bickley Primary School to the west.

The intended occupier is La Fontaine Academy.

The application was supported by the following documents:

- Planning Statement
- Design and Access Statement
- Landscape Masterplan
- Landscape Planning Statement
- Bat Report
- Tree Survey
- Arboricultural Method Statement
- Structural Statement for Proposed Phase 2 Demolition

Location and Key Constraints

The application relates to the eastern part of the Widmore Centre, which is located on the south side of Nightingale Lane. The western part of the Centre is occupied by Bickley Primary School. The eastern area, which is subject to the current application, has been vacant but was previously used as an adult education centre.

The site is bounded by Nightingale Lane to the north, residential properties along Cannon Road and Liddon Road to the east, Bickley Primary School to the west and a shared area of parking to the south. The surrounding area is predominantly residential in character.

Vehicular access to the site is via Liddon Road and vehicular egress is onto Nightingale Lane. This is controlled by a set of directional access plates at the exit. There is a secondary access point located off Nightingale Lane.

The site is designated as Urban Open Space

Comments from Local Residents and Groups

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

Objections

- There are already two primary schools within half a mile radius of the proposed site to add a third school would be irresponsible in terms of traffic during opening/closing times
- Increased traffic
- Danger to highway safety for pedestrians and vehicles
- Other school sites should be considered
- Inconsiderate parking on surrounding road and increased parking stress.
- Nuisance for surrounding residents

- Congestion
- The location of the school will require parents to drive as they are relocating from Princes Plain on Bromley Common
- No local need for a third primary school
- Site acquired by EFSA despite strong local opposition
- Will harm neighbouring residential amenities
- Surrounding streets already parked to full capacity
- Increased pollution from traffic
- Queries about whether detailed traffic assessments are required
- Applicant has not undertaken local consultation as they suggest
- No zebra crossing or lollypop lady near the school
- You cannot compare the use of an adult education centre where small classes are staggered throughout the day and evening to a primary school housing 630 pupils and staff
- Requires a traffic management plan
- Staggered start times is not acceptable with number of schools and pupils.
- This is an egregious abuse of the current usage of the Widmore Centre to fill school places, with no consideration of safety
- Measures need to be put in place to safeguard local residents and pupils of Bickley
- Along with two schools there are also nurseries within close proximity
- Level of parking is insufficient to serve 75 staff and the shared parking area is always full, meaning people will be forced to park on the road.
- While proposal does include a no-right-turn sign at the exit to Nightingale Lane but doubt this will be observed
- More consideration needs to be given to the management of traffic
- Serious concerns that no travel plan has been submitted. The applicants have taken advantage of the fact that there is technically no material change of use on the site that a travel plan is not required. This is disingenuous as this is the introduction of a new school and will cause significant traffic problems
- Bromley council are failing in its responsibility to local stakeholders if a decision to override is this technicality for no travel plan is not undertaken. There is a moral obligation.
- Lack of consultation
- The Widmore Centre was used as a secondary school over 20 years ago and many of those students would not have driven to school, plus Bickley primary and the nurseries did not exist. The use as an adult education centre and most of their classes did not coincide with the school run. A travel plan is needed for the safety of school children, parents and local residents.
- Surrounding roads already heavily congested
- The change in start and finish times will make no difference to congestion
- Just because there is 'no change of use' does not mean that the Council does not have a duty of care and responsibility.
- Local infrastructure will not cope with increased traffic
- Residents of Liddon Rd and Cannot Rd will be trapped in their homes or not able to return at school times.

Comments from Consultees

Environmental Health Pollution Officer: No objections to permission being granted.

Recommendation that the following Condition be imposed as the details provided are insufficient:

Details of any external lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the hours of operation for each element) shall be submitted to and approved in writing by the Local Planning Authority before the installation and operation of that lighting. Any approved lighting shall be permanently maintained in an efficient working manner and no further external lighting including floodlighting (temporary or permanent) shall be installed on the site without the prior approval in writing by the Local Planning Authority.

Reason: In order to comply with Policies BE1 and ER10 of the Unitary Development Plan and in the interest of the residential and visual amenities of the area.

Highways: The proposal provides 19 parking spaces and 4 accessible parking bays on the site. The pupils will also have scooter racks and there is provision for 5-6 cycle stands should the school request them. There will also be 78 parking bays to the south of the site which will be shared with the neighbouring Bickley Primary School.

Vehicular access- is via a one way system from Liddon Road and out through Nightingale Lane.

There is a dedicated deliveries/ service route for the kitchen and waste disposal. A Bin store is also located to the east of site with a clear route and access for rubbish collection. All deliveries and services will make use of the existing site entrance at Liddon Road and exit onto Nightingale Lane.

Cycle parking- no cycle parking is indicated; this must be resolved prior to the planning consent. London Plan should be adhered to.

Please include the following with any permission:

CONDITION

H01 (Access)

H03 (Car Parking)

H22 (Cycle parking- 1 space per 4 staff + 1 space per 8 students)

H20 (The Liddon Road access to the schoolfor ingress only and the Nightingale Lane access for egress only.....)

H28 (Car park Management)

H29 (Construction Management Plan)

H30 (Travel Plan)

H32 (Highway Drainage)

Drainage Officer - No objections. Please impose Condition D02 (surface water drainage management).

Arboricultural Officer - The application has been supported with tree survey data and an Arboricultural Method Statement (AMS). It has been made clear that no trees will be removed as part of the proposals. The precautions detailed within the Tree Protection Plan (TPP) will reduce the impact on retained trees.

No trees plotted on the site plan are subject to protective legislation.

I would recommend that consent be granted with the following conditions:

1. A05 Landscaping scheme - implementation

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.

2. The development shall be implemented in accordance with the Arboricultural Method Statement (4085-LLB-MS-AB-0001-S0-P02) approved as part of the planning application, under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

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

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016).

London Plan

- 2.6 Outer London: vision and strategy
- 3.16 Protection and enhancement of social infrastructure
- 3.18 Education Facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban Greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.13 Safety, security and resilience to emergency
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.21 Trees and woodlands
- 8.1 Implementation
- 8.2 Planning obligations

Unitary Development Plan (2006)

- BE1 Design of New Development
- G8 Urban Open Space
- C7 Educational and Pre-School Facilities
- C8 Dual Community Use of Educational Facilities

NE3 Nature Conservation and Development
NE7 Development and Trees
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T6 Pedestrians
T7 Cyclists
T17 Servicing of Premises
T18 Road Safety

Draft Local Plan (Submission Version Aug 2017)

Policy 21 Opportunities for Community Facilities
Policy 27 Education
Policy 28 Educational Facilities
Policy 29 Education Site Allocations
Policy 31 Relieving Congestion
Policy 32 Road Safety
Policy 33 Access to services for all
Policy 34 Highway Infrastructure Provision
Policy 37 General Design of Development
Policy 55 Urban Open Space
Policy 58 Outdoor Sport, Recreation and Play
Policy 70 Wildlife Features
Policy 72 Protected Species
Policy 73 Development and Trees
Policy 113 Waste Management in New Development
Policy 115 Reducing flood Risk
Policy 116 Sustainable Urban Drainage Systems
Policy 118 Contaminated Land
Policy 119 Noise Pollution
Policy 120 Air Quality
Policy 121 Ventilation and Odour Control
Policy 122 Light Pollution
Policy 123 Sustainable design and construction
Policy 124 Carbon reduction, decentralised energy networks and renewable energy
Policy 125 Delivery and implementation of the Local Plan

Local Plan Education Background Document September 2015
Primary and Secondary Schools Development Plans 2016

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:

Paragraph 14: Achieving sustainable development
Para 17: Core planning principles
Paras 29 - 41: Promoting sustainable transport
Paragraph 32: Highway impacts
Paras 56 - 66: Requiring Good Design

Paras 69-78: Promoting healthy communities
Paragraph 72: Delivery of school places
Paragraph 74: Playing fields
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

The relevant planning history relating to the application site is summarised as follows:

19/7/80 - Extension to school building (two-storeys to provide for 1,000 pupils).
Permission granted 16/3/71
71/201 - Standard two classroom mobile unit
19/71/2701 - Extension to school building (amended details of entrances).
Permission 7/12/71
74/1254 - Two mobile classrooms. Permission 26/6/74
82/1564 - 5 bay mobile classrooms - Permission 4/8/82
83/1782 - 5 bay mobile classrooms - Permission 8/9/83
88/3323 - Continued use of 8 bay mobile classrooms. Permission 10/11/88
93/912 - Extension of car park to provide 50 additional spaces and to install flood lights on two 5 metre high columns.

Considerations

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

- Principle
- Design
- Highways
- Neighbouring amenity
- Trees and ecology

Principle

The current proposal relates to proposed building operations, in relation to demolition, elevational alterations and installation of ramps/landscaping. The works seek to refurbish and make good the building for a new occupier.

A significant number of objections have however been made in relation to the intended use of the site, which will be for a 3FE primary school known as La Fontaine Academy who are currently operating from the Princes Plain site. As a way of background information this school has a maximum of 630 pupils and 75 staff. The hours of operation are to include a breakfast club from 07:30am to 8:10am, and then the school day commences between 8:15am to 8:25am and finishes at 3:30pm with after school clubs continuing until 4:30pm, however neither the proposed use or the hours of operation require planning permission.

The wider application site has a long planning history relating to the use as a school and adult education centre. The applicant states they have made a review of the available planning history for the site and they affirm that permitted development rights remain in place. The applicant's covering letter provides the following commentary 'The last use of the site as an Adult Education Centre falls within Use Class D1. The available planning history reinforces this as the lawful use of the site. As such, use of the building and premises to accommodate a primary school, also a D1 use, does not constitute a material change of use or development that requires planning permission'.

Accordingly, the current proposal only relates to building operations and any assessment relating to whether the intended use is lawful is beyond the scope of this application. The assessment is therefore limited to the proposed building works.

The site is designated as Urban Open Space. Policy G8 states that proposals for built development will only be permitted where the development is related to the existing use; or the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or any replacement buildings do not exceed the site coverage of the existing development on site.

In this case, the application primarily relates to demolition of a large modern part two/part three storey extension to the rear of Block A and a small single-storey infill reception area to the front of Block B. This equates to a reduction of approximately 1000sqm of floor space. No new floor space is proposed. All elevations, which adjoin the demolished elements, would be made good.

The site includes a sloping topography and a number of inclusive access ramps and retaining walls would be installed across the site and more significantly to the rear of Block A on the footprint of the existing demolished extension. Ramps are also to be installed within the central courtyards and frontage.

Fencing is proposed at various points across the site but all would be below 2m in height and could potentially be erected under permitted development.

A new external play area will also be created on the footprint of the demolished block extension and existing hardstanding and parking.

As noted above, the use of the site is not being considered within the scope of this application. The scale, nature and extent of the building works, including demolition of significant extensions are however considered to be consistent with Policy G8 in that they would result in the removal of large scale buildings thereby improving the openness of the site. The reinstatement works are primarily on areas which have previously been built upon, but are lower in scale, and do not therefore exceed the site coverage of the existing development on site.

No objections have been raised by the Council's Environmental Health Officer (EHO) with relation to the principle of demolition.

Design

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

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The works would see the demolition of a number of modern extensions to the front and rear. The areas adjoining the extensions would be made good if necessary. The removal of the large scale extensions would represent a visual improvement to the appearance of the traditional building. Lower scale operational works are also proposed in the formation of inclusive access ramps to the rear of Block A and a number of retaining walls. Ramps and fencing, no more than 2m in height, are also proposed throughout the site. Suitable landscaping is proposed between the ramps and retaining walls to the rear of Block A. Elevational alterations are also proposed, including the installation of a number of vents to the west side of Block B, together with a flue and extraction ducting to the south elevation.

A 1.8m secure weld mesh fence line will be installed along the east and south boundary of the site, whilst the existing retaining wall and fencing along the frontage with Nightingale Lane will be retained refurbished.

As noted above, the removal of the extensions would represent a visual improvement. The remainder of the works are contained primarily within the confines of the site and given their limited scale and extent they would be acceptable in design terms and would have limited impact on the character and appearance of the site or area in general.

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. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

As noted above, the current application does not relate to the intended use of the site as a primary school but focuses solely on building operations. Accordingly the highway impact from the intended occupier as a school is not material to the assessment of this application.

The demolition of the extensions and associated buildings works in the form accessible ramps, which are confirmed to be DDA compliant, fencing and hard/soft landscaping are set well within the confines of the site and would therefore have no highway impact.

The revised layout includes the provision of 19 parking spaces, with 4 accessible spaces included within this number. These would be situated along the eastern boundary. A further 78 car parking spaces are situated within a shared car park to the south of the site, however this is an existing arrangement and is shared with Bickley Primary School. The existing vehicular access to the site is via Liddon Road and is egress is via Nightingale Lane.

The Councils highways officer has raised no objections in principle to the application but this is subject to conditions relating to the submission of:

- Details of the layout of the access road, turning areas and visibility splays
- Retention of the allocated parking spaces
- Provision of cycle parking
- One way access arrangements with access via Liddon Road and egress onto Nightingale Lane
- A car parking management plan
- Construction management plan (CMP)
- Travel plan
- Measures to deal with surface water drainage

Paragraph 203 of the National Planning Policy Framework states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions".

Paragraph 206 of the National Planning Policy Framework states "Planning conditions should only be imposed where they are:

1. necessary;
2. relevant to planning and;
3. to the development to be permitted;
4. enforceable;
5. precise and;
6. Reasonable in all other respects."

In this case, the provision of a CMP, retention of allocated parking spaces and measures to deal with surface water drainage are considered relevant to the proposal. The CMP is necessary given the scale of demolition and proximity of neighbouring uses, whilst the surface drainage measures is considered reasonable given the scale of resurfacing works and hard landscaping. The revised parking arrangement, with the provision of new spaces on the eastern boundary does narrow the access road and the inclusion of conditions to maintain the one way access arrangements and arrangement of parking spaces is considered reasonable in terms of safety on site given the existing uses.

However, as noted, the application does not relate to a proposed use and given the nature of operational works the requirements for a travel plan and cycle parking are not considered to meet the relevant tests for conditions and it would therefore be unreasonable to impose such conditions.

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 site is bounded by residential properties to the east and south, Nightingale Lane to the north and Bickley Primary School to the west. The wider site has a long running history as being used by a school and there is therefore an associated level of noise generated by the existing and established uses.

The proposal would result in a reduction in the overall bulk of the building with the demolition of associated extensions. The building operations in the forms of ramps, retaining walls, fencing and elevational alterations are considered to be modest and relatively low scale changes in the context of the wider development on site. They are set suitably away from neighbouring residential properties and would not result in significant harm to their residential amenities.

The works would see the reconfiguration of a parking area, with the provision of 5 parking spaces along the eastern boundary of the site. This is situated along an existing access road, which backs on to a number of residential properties. An external play area and secure games court are also then proposed to the south of Block A, partially on the footprint of the existing extension and an area of vehicular parking. The use as a play area would likely give rise to additional noise, however no objections have been raised by the EHO and given the adjoining uses at Bickley Primary School, historical uses of the site and limited scope of assessment due to nature of the proposals the scheme is considered to have an acceptable impact on neighbouring residential amenities. The scheme does include the provision of new lighting and the EHO has however requested the submission of light spillage details via condition.

Trees & Ecology

Policy NE7 relates to development and trees. This policy requires development proposals 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 to desirable to be retained.

The application is supported by tree survey data an Arboricultural Method Statement and Landscaping strategy. There are a significant number of trees located along the northern and eastern boundaries of the site but none are subject to protective legislation. No trees are however proposed to be removed as part of the works. The Council's Arboricultural officer has reviewed the submission and has raised no objections to the scheme. The precautions detailed within the Tree Protection Plan (TPP) are considered sufficient to reduce the impact on the retained trees. Small scale soft landscaping is also proposed. Suitable conditions relating to the implementation of the submitted landscaping scheme and Arboricultural Method Statement are considered reasonable and necessary to protect the existing trees surrounding the development and also enhance the existing site.

Policy NE3 relates to development and nature conservation. This policy states that where development proposals are otherwise acceptable, but cannot avoid damage to and/or wildlife features, the Council will seek through planning obligations or conditions (i) inclusion of suitable mitigation measures; and the creation, enhancement and management of wildlife habitats and landscape features.

The application is supported by a Bat report due to the size of the Widmore Centre and areas of demolition, which have features suitable for roosting bats. No internal assessment of loft spaces was undertaken due to access limitations and the presence of asbestos within the building. However a detailed external assessment and emergence survey were undertaken. No bats were recorded emerging from the areas to be demolished or any other building sections within the Widmore Centre. A number of recommendations are made within the report and given the restricted internal assessment it is considered reasonable to attach a condition requiring works to adhere to the recommendations set out within the report.

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has completed the relevant form.

Conclusion

The application relates to minor operational works and demolition only. The applicant affirms that the site benefits from permitted development rights and is an established education site. Accordingly the principle of the use, hours of operation and numbers of staff and pupils, together with any associated impact from a school does not form part of this application.

The demolition works would improve the openness of the site and therefore accord with Policy G8 of the UDP. The access ramps, works to make good, landscaping, elevational alterations and fencing are set well within the confines of the site and would not result in harm to the character and appearance of the host building or area in general. Similarly, the impacts on neighbouring amenity from the building works are considered to be acceptable.

In summary the proposed development is acceptable.

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

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 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.

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

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

- 5 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.

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

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

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

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

- 8 Details of any external lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the hours of operation for each element) shall be submitted to and approved in writing by the Local Planning Authority before the installation and operation of that lighting. Any approved lighting shall be permanently maintained in an efficient working manner and no further external lighting including floodlighting (temporary or permanent) shall be installed on the site without the prior approval in writing by the Local Planning Authority.

Reason: In order to comply with Policies BE1 and ER10 of the Unitary Development Plan and in the interest of the residential and visual amenities of the area.

- 9 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.

- 10 The development shall be implemented in accordance with the Arboricultural Method Statement (4085-LLB-MS-AB-0001-S0-P02) approved as part of the planning application, under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

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

- 11 The Liddon Road access to the site shall be used for ingress only and the Nightingale Lane access shown on drawing 01002 P1 (Proposed Site Plan) for egress only.

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

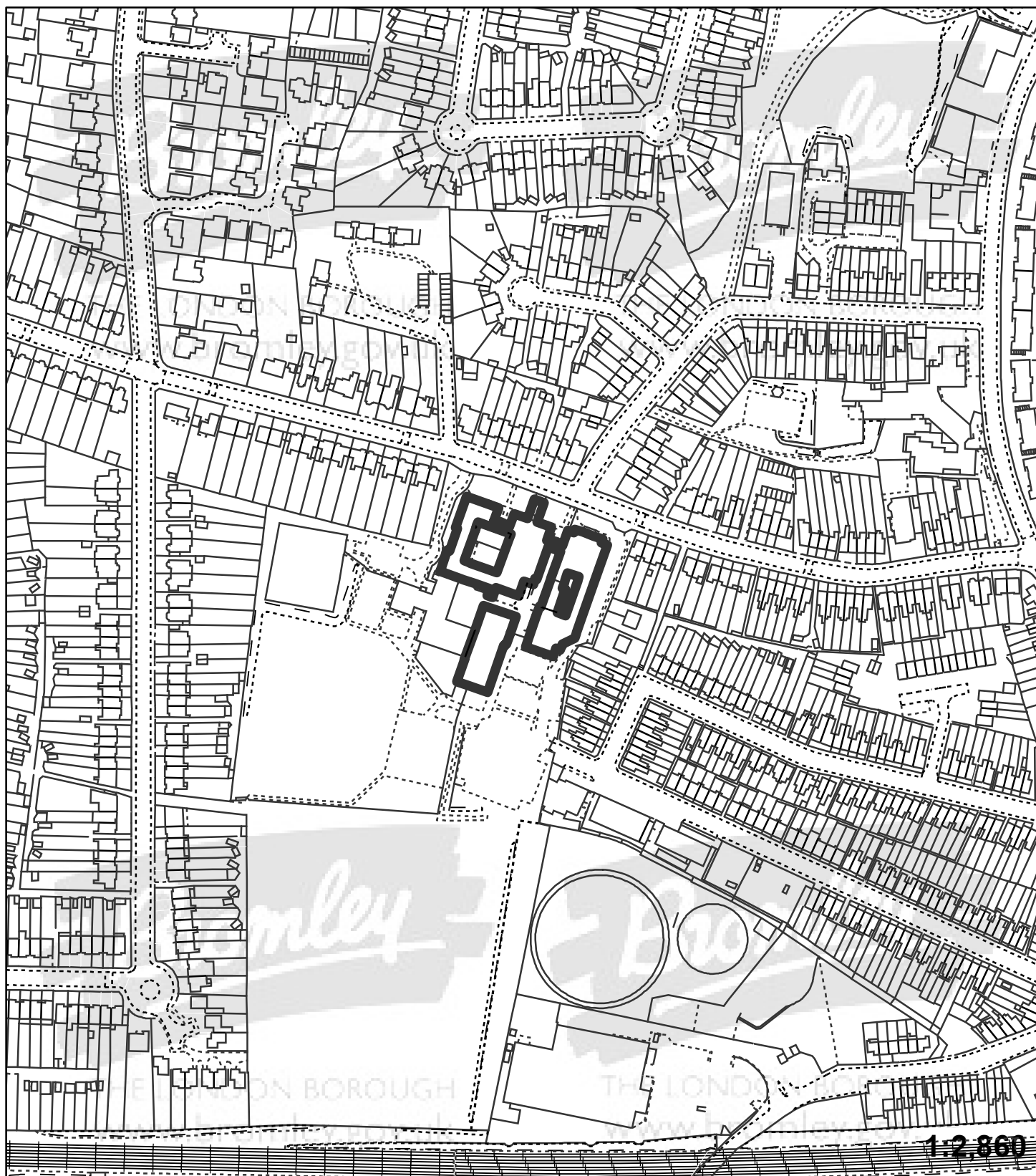
- 12 The development including demolition shall be carried out in accordance with the recommendations outlined within the Bat Report hereby approved.

Reason: In order to minimise the impact of the wildlife and to comply with Saved Policy N3 Nature Conservation and Development of the adopted Unitary Development Plan (2006)

Application:17/04946/FULL1

Address: The Widmore Centre Nightingale Lane Bromley BR1 2SQ

Proposal: Part demolition of existing building and associated reinstatement and hard landscaping works, minor external alterations to existing building and installation of access ramps



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

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

Application No : 17/05010/FULL6

Ward:
Hayes And Coney Hall

Address : 62 Chestnut Avenue West Wickham
BR4 9ES

OS Grid Ref: E: 539445 N: 164753

Applicant : Mr scott hayhoe

Objections : YES

Description of Development:

Frist floor side extension, small part hipped/part flat roof to the remaining flat roof area on the existing side extension and addition of a small dummy pitch roof to the rear ground floor extension on the existing flat roof

Key designations:

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

Proposal

Planning permission is sought for a proposed first floor side extension, construction of a hipped roof over the existing side extension and addition of a dummy pitch roof to the rear ground floor extension.

The proposed first floor extension will have a height to the hipped roof of 5.6m, a depth of 6.7m and a width of 2.2m. The hipped roof to the existing side extension at ground floor level will have a height of 3.595m. Whilst the rear dummy pitched roof will have an overall height of approximately 3.4m.

Location and Key Constraints

The application site is a two storey semi-detached dwelling located on the north side of Chestnut Avenue, West Wickham. The surrounding area is characterised by similar semi-detached dwellings, many of which have been extended at ground and first floor level along the flank elevation.

Comments from Local Residents and Groups

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

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.in the NPPF, the greater the weight that may be given).

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

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

London Plan Policies

7.4 Local character

7.6 Architecture

Unitary Development Plan

H8 Residential extensions

H9 Side space

BE1 Design of new development

Draft Local Plan

6 Residential Extensions

8 Side Space

37 General Design of Development

Supplementary Planning Guidance

SPG1 - General Design Principles
SPG2 - Residential Design Guidance

Planning History

None

Considerations

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

- Design
- Neighbouring amenity

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.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. Policies BE1 and H8 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. 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.

Furthermore, Policy H9 of the UDP and Draft Policy 8 of Bromley's emerging Local Plan requires planning proposals for two or more storeys in height, including first floor extensions to retain a minimum 1 metre space from the side boundary for the full height and depth of the proposal.

The proposal would fail to incorporate a side space at ground floor level as the existing single storey side extension has been extended to the boundary line. The proposal would however incorporate a side space of 1.5m at first floor level, which would exceed the minimum required in Policy H9. The street consists predominately of semi-detached houses, many of which have been extended and altered along the side elevation at ground and first floor level.

Policy H9 of the UDP outlines (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 implies, a need for 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. The property is situated on a corner plot and will incorporate a side space of approximately 1.5m at first floor level. As such, the proposal is not anticipated to appear cramped or lead to any unrelated terracing from occurring.

Taking the above into account, the development is not considered to have a detrimental impact upon the spatial standards and visual amenities of the surrounding area when considering the layout and siting of the property, and the relationship with neighbouring properties. Furthermore, the design of the extension, in particular the subservient hipped roof, would complement the character and appearance of the host dwelling and adjoining properties. As such, the proposal is considered to comply with the policy objectives of Policies H9, BE1 and H8 of the UDP, Draft Local Plan policies, London Plan and the NPPF.

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. This is supported by London Plan Policy 7.6.

Having had regard to the layout and siting of the host dwelling the proposed first floor extension and alterations to the roof of the side extension mean the extensions would not adversely impact neighbouring residents.

The proposal also includes the addition of a 'dummy pitch roof' to the rear ground floor extension. This will increase the height of the rear extension from 3.2m to approximately 3.4m. Considering the modest increase to the height of the rear extension the proposal is not expected to cause any significant loss of amenity with particular regard to light, outlook or prospect to the adjoining neighbouring property at No.60.

Conclusion

Taking into account the above, Members may therefore consider that the development in the manner proposed is on balance acceptable. Whilst it is acknowledged that a 1 metre side space is not provided for the full height and depth of the proposal, the layout and siting of the host dwelling and the subsequent extensions would not appear cramped or lead to a terracing affect. Accordingly, it is considered that the proposal would not be in conflict with the policy objectives of H9 or Draft Policy 8.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/05010/FULL6 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 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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

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

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

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Application:17/05010/FULL6

Address: 62 Chestnut Avenue West Wickham BR4 9ES

Proposal: Frist floor side extension, small part hipped/part flat roof to the remaining flat roof area on the existing side extension and addition of a small dummy pitch roof to the rear ground floor extension on the existing flat roof



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

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

Application No : 17/05257/FULL6

Ward:
Cray Valley West

Address : Foxes 137 St Paul's Wood Hill
Orpington BR5 2SS

OS Grid Ref: E: 545654 N: 169425

Applicant : Mr Paul Craddock

Objections : YES

Description of Development:

Demolition of garage and part one/two storey side extension, single storey rear extension and covered walkway to side.

Key designations:

Smoke Control SCA 17

Proposal

The application proposes a part one/two storey side extension and a single storey rear extension which would have the following dimensions:

On the ground floor;

- The rear extension would have a maximum depth of 4m and a minimum depth of 3.5m and a width 11.1m; it would have an eaves height of 2.6m and a ridge height of 4.2m
- The side extension would have a depth of 8m and a width of 1.8m and would provide a side space of 1.3m
- It includes a covered side walkway with a width of 1m, an eaves height of 2.5m and a ridge height of 3.4m
- On the first floor;
- The extensions would wrap around the existing floor plan at first floor and would have a maximum width of 4.6m, a minimum width of 1.8m and a total depth of 7.8m
- At the front the two storey extension would have an eaves height of 5.2m and a ridge height of 8.1m

Location and Key Constraints

The application site hosts a two storey semi-detached dwelling on the Southern side of St Paul's Wood Hill and is set well back within a large plot. The adjoining dwelling at number 139 is on significantly higher ground than number 137 due to the gradient of the road.

Comments from Local Residents and Groups

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

Comments from Consultees

Highways: In summary Highways Engineers raised no objections, whilst stating that the garage was too small to accommodate a car. They stated that there was sufficient off-street parking to accommodate several vehicles.

Policy Context

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

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

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

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

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.in the NPPF, the greater the weight that may be given).

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

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

London Plan Policies

7.4 Local character

Unitary Development Plan

H8 Residential extensions
H9 Side space
T3 Parking
BE1 Design of new development

Draft Local Plan

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

Supplementary Planning Guidance

SPG1 - General Design Principles
SPG2 - Residential Design Guidance

Planning History

The relevant planning history relating to the application site is summarised as follows

83/02379/FUL: Single storey side/rear extension - Permitted
98/01535/FUL: Pitched roof over existing flat roof to side/rear garage/utility area - Permitted
12/00228/FULL6: Single storey rear extension - Permitted
12/01468/FULL6: Single storey rear extension - Permitted

Considerations

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

- Design
- Neighbouring amenity
- Side Space

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.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Having regard to the form, scale, siting and proposed materials it is considered that the proposed extensions would complement the host property and would not appear out of character with surrounding development or the area generally.

The first floor side extension is modest and would create a more uniform appearance to the roof profile by matching the main ridge. The adjoining dwelling at number 135 benefits from an additional first floor element and whilst this does not match the main ridge it is considered that there would be no issue of unbalancing this pair of semi-detached dwellings.

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.

Having regard to the scale, siting, and orientation of the development, it is not considered that a significant loss of amenity with particular regard to light, outlook, prospect and privacy would arise.

Under reference 12/01468/FULL6 a single storey rear extension was permitted which was deeper nearest the Western boundary, it is considered therefore that the principle of a single storey rear extension nearest this boundary with a depth of 3.5m would be acceptable to maintain an acceptable level of amenity and outlook.

The adjoining dwelling at number 135 benefits from a single storey rear extension and as such this would mitigate the harm of the proposed rear extension at number 137.

The side extension would match the existing eaves and pitch of the host dwelling and given that number 139 is sited significantly higher and further forward than number 137 it is considered that there would be little impact on this adjoining occupier.

Number 139 is set significantly higher than number 137 and as such there is unlikely to be any impact on this adjoining occupier as the main ridge of the dwelling would still be significantly lower than that of number 139.

Side Space

There is a side space of 1.3m from the dwelling to the side boundary however there is a covered walkway to the side, this would have a very similar appearance to the garage which sits upon the boundary at present and as such it is considered that the proposed layout would not cause any harm to the spatial standards of the area. It should also be noted that the application property sits significantly far back within the plot and is not highly visible from the main street.

Due to the position of number 139 at a much higher position in the road the side alleyway would not cause any unrelated terracing as the properties are set significantly apart as a result of the gradient of the road.

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application.

Conclusion

Having had regard to the above 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 character of the area

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

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

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

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

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

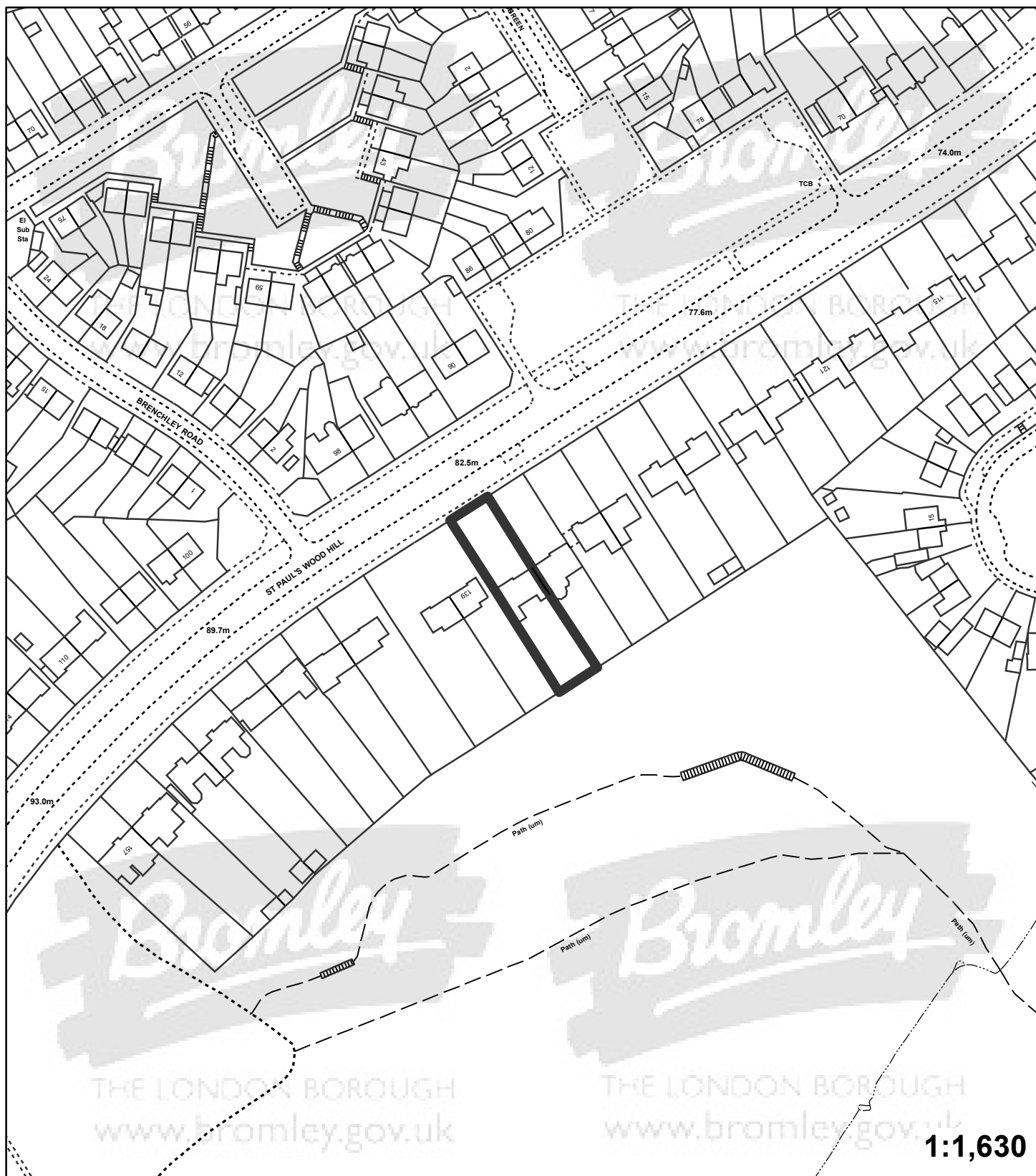
REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

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Application:17/05257/FULL6

Address: Foxes 137 St Paul's Wood Hill Orpington BR5 2SS

Proposal: Demolition of garage and part one/two storey side extension, single storey rear extension and covered walkway 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"

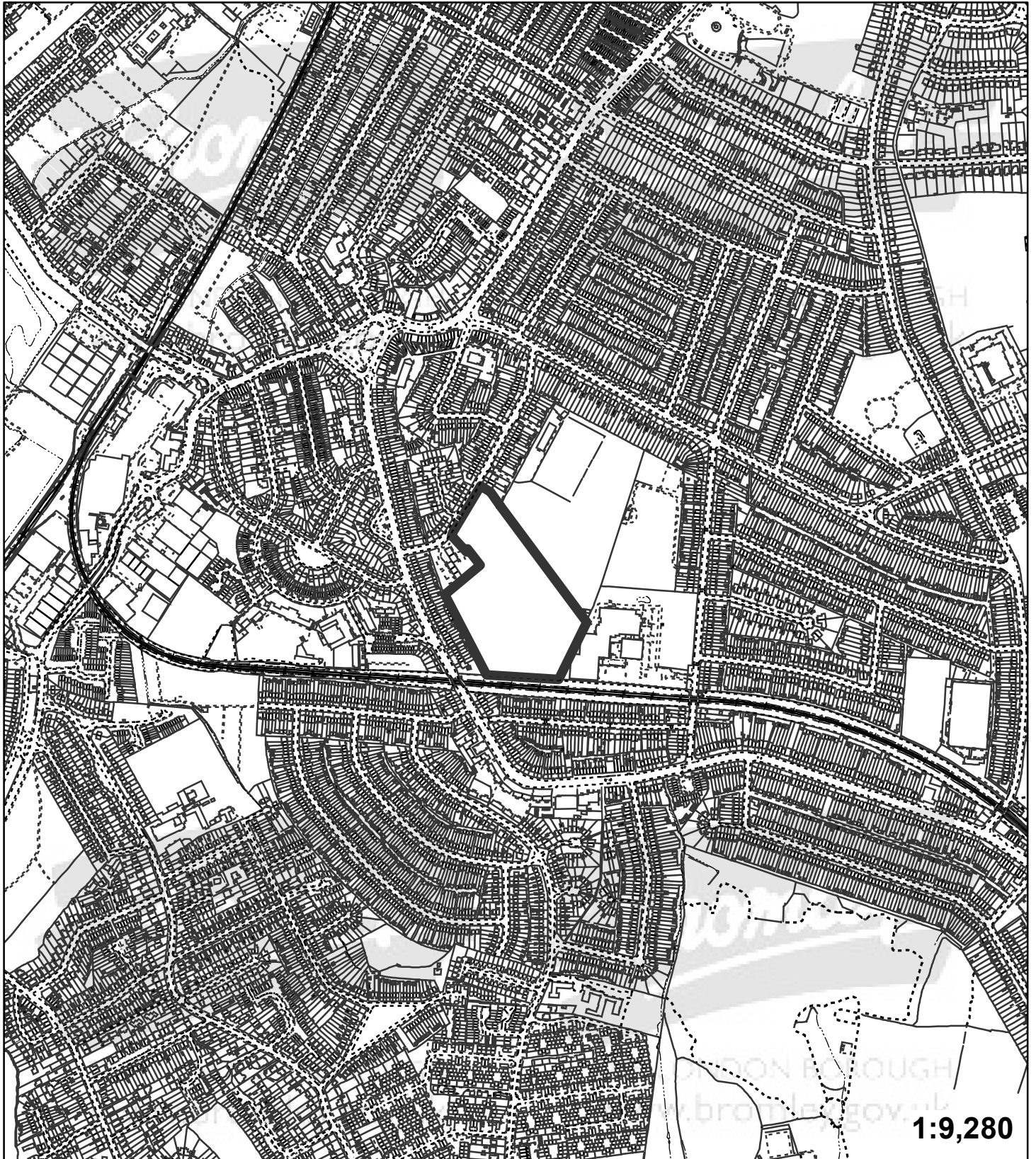
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Application:17/05587/RECON

Address: South Suburban Co Op Society Balmoral Avenue Beckenham
BR3 3RD

Proposal: Variation of condition 2 and 30 pursuant to planning permission ref 16/03145/OUT for the erection of 2 buildings of two to three storeys comprising 13,508 square metres (Gross External Area) of Class D1 floorspace to provide an 8 form entry plus 6th form school (up to 1,680



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

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