

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

**Application No :** 13/00747/FULL1

**Ward:**  
**Bromley Common And Keston**

**Address :** Land At Junction Of Croydon Road And Forest Drive Keston

**OS Grid Ref:** E: 542456 N: 165115

**Applicant :** Keston Park (1975) Ltd

**Objections :** NO

**Description of Development:**

Entrance gates and piers (2.575m high) to Forest Drive (at junction with Croydon Road).

Key designations:

Conservation Area: Keston Park  
Biggin Hill Safeguarding Birds Aldersmead Road  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Stat Routes

**Proposal**

The proposal is for the 4 columns (with a height of 2.575m) between which two pedestrian and a single set of double vehicular gates (6.4m in width) are proposed to be constructed.

The gates would ordinarily be kept shut but would open automatically inwards into Forest Drive when a vehicle approaches. Residents would also be provided with a key fob as to allow opening of the gates from a distance.

The gates are proposed to be wrought iron set between stone columns which would replace a timber post and gate which is manually operated and according to the Design and Access Statement is periodically locked to prevent through traffic.

**Location**

The proposed entrance gates and columns would be set back approximately 13.3m from the junction with Croydon Road within Keston Park Conservation Area. The Keston Park Conservation Area is comprised of mainly inter-war detached houses produced by developers within the Arts and Crafts or Garden City movements set on large plots within a mature sylvan landscape.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and at the time of writing this report no representations have been received. Any comments received will be reported verbally.

## **Comments from Consultees**

There are no technical Highway objections.

There are no comments from the Council's Waste Advisors.

There are no objections from Environmental Health.

APCA were notified of the application but did not inspect the proposals.

Transport for London have been consulted of the proposals, at the time of writing this report no comments have been received, and these will be reported verbally.

## **Planning Considerations**

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

BE1 Design of New Development  
BE7 Railings, Boundary Walls and Other Means of Enclosure  
BE11 Conservation Areas  
T14 Un-adopted Highways  
T18 Road Safety

Supplementary Planning 1 General Design Principles  
Supplementary Planning Guidance for Keston Park Conservation Area

The above policies are considered to be consistent with the NPPF.

The London Plan and National Planning Policy Framework are also a key consideration in the determination of this application.

## **Planning History**

In 2009 under planning ref. 09/01663, permission was granted for entrance columns to entrances in Ninhams Wood, Longdon Wood and Forest Drive (Keston Park).

In 2012 under planning ref. 12/00426, was submitted entrance columns and gates to Keston Park entrances in Ninhams Wood, Longdon Wood, Holwood Park and Forest Drive (facing both Keston Road and Croydon Road) which was subsequently withdrawn.

There are corresponding applications for entrance gates in Keston Park currently under consideration under the following references:

13/00756/FULL1 – Westerham Road/ Forest Drive entrance

13/00757/FULL1 – Croydon Road/ Longdon Wood entrance

13/00746/PLUD – Farnborough Common/ Ninhams Wood entrance

## **Conclusions**

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

Policy BE7 of the Unitary Development Plan would be a key consideration in the determination of this application, it states:

The Council will:

- (i) seek to ensure the retention of railings, walls, plantings and hedgerows of native species and other means of enclosure where they form an important feature of the streetscape; and
- (ii) resist the construction or erection of high or inappropriate enclosures where such boundary enclosures would erode the open nature of the area, or would adversely impact on local townscape character.

In 2009 under planning ref. 09/01663, permission was granted for the erection of entrance columns (to a height of 2.5m) which included the entrance to Forest Drive. As such the principle of a structure of this height is considered to have been established.

The gates are traditional in appearance, constructed from wrought iron and are considered to be of an acceptable appearance, which would match the gates currently proposed at the other Keston Park entrances. It is considered that there would be no harm to the character of the Keston Park conservation area, subject to a condition for details/ samples of materials.

There would be an extension of the entrance by the removal of some grass verge, and existing wall, these would be replaced by a new brick wall measuring between 0.225m and 0.8m high, rising up to a maximum of 1.3m by the entrance gates. The proposed loss of landscaping is considered modest and there is no objection to the demolition of existing curved brick walls, as such, it is considered that there would not impact detrimentally upon the setting of the conservation area.

The gates are inward opening into Forest Drive, the Design and Access statement states that the gates would normally remain close to deter vehicles cutting through the park, but would open automatically when a vehicle approaches. As such, there would be no obstruction for either refuse or emergency vehicles and representations received from Highways raise no objection. Furthermore, this document states that residents would additionally be provided with key fobs as to

allow opening of the gates from a distance. The alterations to the frontage walls would improve sightlines onto Croydon Road.

Members may therefore consider that the proposed replacement gates and piers would be of an acceptable appearance and not result in obstruction to vehicular traffic or detrimental impact on highway safety.

Background papers referred to during production of this report comprise all correspondence on files refs. 09/01663, 12/00426 and 13/00747, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
ACA01R      A01 Reason 3 years
- 2      ACK01      Compliance with submitted plan  
ACC01R      Reason C01
- 3      Details of materials to be used for the external surfaces of the entrance gates, columns and walls shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

**Reason:** In order to comply with Policy BE11 of the Unitary Development Plan and in the interest of the visual amenities of the Conservation Area.

- 4      Should lighting be provided, details of the method of lighting including level of luminance for the hereby permitted entrance gates and columns shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works.

**Reason:** In the interests of the residential amenities of the adjoining properties, in line with Policy BE1 of the Unitary Development Plan.

## **Reasons for granting permission:**

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

BE1    Design of New Development  
BE7    Railings, Boundary Walls and Other Means of Enclosure  
BE11   Conservation Areas  
T14    Unadopted Highways  
T18    Road Safety

Supplementary Planning 1 General Design Principles  
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The development is considered to be satisfactory in relation to the following:

- (a)    the appearance of the development in the street scene;
- (b)    the relationship of the development to adjacent properties;

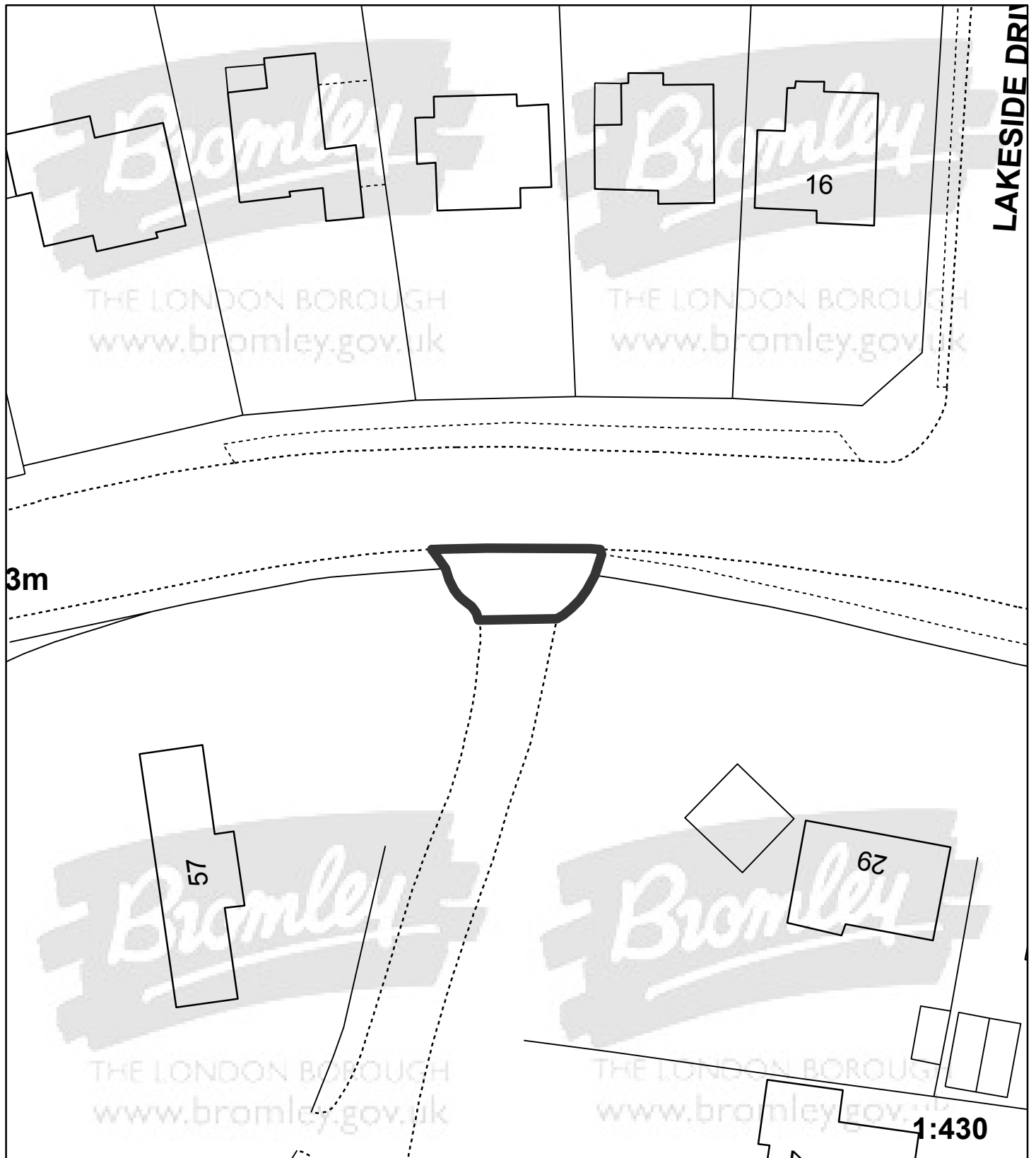
- (c) the character of the development in the surrounding Conservation Area;
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties;
- (e) the implications on highways safety.

and having regard to all other matters raised.

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

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