

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

Application No : 13/00756/FULL1

Ward:
Bromley Common And Keston

Address : Land At Westerham Road Entrance To Forest Drive Keston

OS Grid Ref: E: 542079 N: 164534

Applicant : Keston Park (1975) Ltd

Objections : NO

Description of Development:

Entrance gates and column (max height 2.575m) to Forest Drive (at junction with Westerham Road).

Key designations:

Conservation Area: Keston Park
Biggin Hill Safeguarding Birds Aldersmead Road
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London Distributor Roads

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 12.6m from the junction with Westerham 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 as the gates have no central pier and open automatically when a vehicle approaches so no entry system is required.

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.

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.

In 2012 under planning ref. 12/02162, permission was refused for entry gates at the forest Drive entrance to Westerham Road. The reason for refusal was:

The proposed gates would, by reason of their siting, width and means of operation, be likely to result in large vehicles making unsafe manoeuvres on Westerham Road presenting a road safety hazard which would be prejudicial to the free flow of traffic on this London Distributor Route, contrary to Policy T18 of the Unitary Development Plan.

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

13/00747/FULL1 – Croydon Road/ Forest Drive

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.

Additionally, it is noted that the recently refused application under ref. 12/02162 was not refused due to the gates height or design. The design of the gates (minus the central pillar and pier) is similar to that previously proposed, and on balance, it is not considered that the construction of 2.575m high gates at this location would significantly erode the open character of the Keston Park Conservation Area.

The previous proposals were considered to be prejudicial to highway safety and as such the applicant has made revisions to the proposals including the removal of the centre pier and replacement by a single set of inward opening gates set back from the junction with Westerham Road by 12.6m. The applicant has stated that the gates would open automatically when a vehicle approaches, therefore omitting the need for entry systems, as such access to refuse and emergency vehicles would not be impeded. Key fobs would additionally be provided to residents, so

that the gates could be opened from a distance, thus ensuring that vehicles would not need to stop.

Representations received from the Councils Highways engineer raise no objection, as such the proposals are considered to acceptably address the reason for refusal.

Having had regard to the above Members may consider that the development in the manner proposed is acceptable and addresses the reason for refusal in that the gates would not impact detrimentally upon highway safety, nor have an adverse impact upon the character of the Keston Park Conservation Area.

Background papers referred to during production of this report comprise all correspondence on files refs. 09/01663, 12/02162 and 13/00756, 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 and columns 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

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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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