

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

Application No : 13/04272/REG4

Ward:
**Chelsfield And Pratts
Bottom**

Address : The Forge Skibbs Lane Orpington
BR6 7RH

OS Grid Ref: E: 548435 N: 164453

Applicant : Mr Terry Dunville

Objections : YES

Description of Development:

Demolition of existing workshop and garages and construction of replacement workshop building

Key designations:

Conservation Area: Chelsfield
Green Belt

Proposal

- Conservation Area consent is sought for the demolition of two existing stores and a workshop building totalling a gross internal floor area of 65.9 square metres
- Planning permission is sought for a replacement single detached workshop building on largely the same site with a gross internal floor area of 97.3 square metres
- The proposal will increase the capacity for vehicles on the site by 2.

Location

The application site falls within the Chelsfield Conservation Area and is also located within the Green Belt. The existing use of the site is as a garage for motor servicing, repairs and MOT's.

Comments from Local Residents

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

Comments from Consultees

The Council's Highways Development Engineers have raised no objections.

Planning Considerations

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

BE1 Design of New Development
BE11 Conservation Areas
BE12 Demolition on Conservation Areas
G1 The Green Belt

SPG: Chelsfield Conservation Area

Chapter 9 of the NPPF is a material planning consideration. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Planning History

86/03149 - Detached pre-cast building - REFUSED on the following grounds:

- 1) the site is located in the Cray Valley Area of Special Character within the Green Belt and the proposed use would be contrary to Policy R.2 of the Local Plan for Bromley which provides that there is a general presumption against any form of development or change of use not directly associated with agriculture or forestry.
- 2) If permitted, the proposal would be likely to set a pattern for the similar undesirable introduction of commercial uses in the vicinity, detrimental to the predominantly rural character of the area and prejudicial to established policy.
- 3) The proposal by reason of its poor design and appearance would be out of character with and detrimental to the visual amenities of the Chelsfield Village Conservation Area, contrary to Policies E.2 and E.7 of the Local Plan for Bromley.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area, whether the proposal constitutes inappropriate development in the Green Belt, the impact that it would have on the openness and visual amenities of the Green Belt.

The impact of the proposal on the character and appearance of the Chelsfield Conservation area is also a material consideration, as are the effects it would have on road safety and on the amenities of occupiers of adjacent buildings.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Such circumstances justifying inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

According to the NPPF, new buildings within the Green Belt will be inappropriate, unless they are for certain purposes. With regard to this proposal, these include the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

The proposed building would be sited in a similar position to the existing stores and workshop building but would have a larger footprint, utilising an area of existing undeveloped land in front of the tyre bay to the north-west and being built up to the flank elevation of the adjacent workshop to the west. This would amount to a 31.4 square metres increase in floor area from the existing development. In terms of scale, the proposed workshop would be similar in height to the adjacent MOT bay and would mirror the design and colour of existing buildings on the site. On balance, the proposed workshop building is not considered to be materially larger than the buildings to be replaced and as it would be for the same use as the existing buildings constitutes appropriate development in the Green Belt.

In addition to the question of whether the proposal is appropriate development, the openness and visual amenity of the Green Belt should not be injured by any proposals for development within or conspicuous from the Green Belt which might be visually detrimental by reasons of scale, siting, materials or design (Policy G1, UDP). In this instance, the building would be positioned within an existing enclave of development, would not intrude onto open Green Belt land and would not extend above the ridge height of the adjacent MOT building. The development is therefore unlikely to significantly impact upon the openness or visual amenity of the Green Belt.

Also of consideration is the impact of the proposal on the Chelsfield conservation area. The existing buildings, which are to be demolished, are run-down and are not considered to contribute to the character or appearance of the conservation area. The proposed replacement building would be in keeping with the scale and appearance of other development on the site and, given its positioning within the existing built development, it is considered as a suitable replacement that would preserve and enhance the character and appearance of the area.

With regard to the impact on traffic and road safety in the vicinity of the site, the proposal would not result in any significant increase in traffic flow along Skibbs Lane given that it would only increase the capacity of the site by 2 vehicles. The proposal is therefore considered acceptable from a highways perspective.

There are no residential buildings within close enough proximity to the site of the proposed building for it to have a significant impact: Hurstdene is a currently vacant property located around 18m from the site of the replacement building.

Having had regard to the above it was considered that the demolition of the existing buildings and proposed replacement workshop building is acceptable.

Background papers referred to during production of this report comprise all correspondence on the file ref.13/04272 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 16.01.2014

RECOMMENDATION: GRANT CONSERVATION AREA CONSENT AND PERMISSION BE GRANTED

Subject to the following conditions:

- 1ACA01 Commencement of development within 3 years
- ACA01R A01 Reason 3 years
- 2ACC07 Materials as set out in application
- ACC07R Reason C07
- 3ACK01 Compliance with submitted plan
- Reason: In order to comply with Policies BE1, BE11 and G1 of the Unitary Development Plan, and in the interest of the openness and visual amenities of the Green Belt and the character and appearance of the Chelsfield Conservation area.