

SECTION '2' – Applications meriting special consideration

**Application No :** 14/01868/FULL1

**Ward:**  
**Farnborough And Crofton**

**Address :** Salcombe Farnborough Common  
Orpington BR6 7BT

**OS Grid Ref:** E: 543655 N: 164510

**Applicant :** Mr Peter Friend

**Objections :** YES

**Description of Development:**

Demolition of existing buildings at Salcombe and Well Close House and erection of detached part two/three storey building comprising 5 two bedroom and 4 one bedroom flats with front and rear balconies, 9 car parking spaces, refuse store and landscaping.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Local Cycle Network  
London City Airport Safeguarding  
Stat Routes

**Proposal**

It is proposed to redevelop this site with a block of 9 flats (5 two bedroom and 4 one bedroom) which would be incorporated within a part two/three storey detached building. The existing dwellings and garages on the site would be removed, and the existing vehicular access to Farnborough Common would be retained in order to provide access to 9 frontage car parking spaces.

A refuse store would be located within the south-eastern corner, and cycle parking would be provided adjacent to the main entrance to the building. New tree planting is proposed along parts of the western flank boundary adjacent to properties in Royal Close.

**Location**

This site is located on the northern side of Farnborough Common (which is part of the Transport for London Road Network), and forms a triangular-shaped plot which narrows towards the rear. It measures approximately 0.12ha in area, and is currently occupied by a two storey building with single storey side extension which incorporates three residential units, one known as Salcombe and two units within

Wellclose House. A detached L-shaped building is located to the rear which is used for the parking and storage of cars.

The surrounding area is residential in character with a newer development of semi-detached and terraced houses known as Royal Close situated to the west of the site, with older detached and semi-detached properties located in Bassetts Close and along Farnborough Common to the east.

### **Comments from Local Residents**

Letters of objection have been received from local residents, and their main concerns are summarised as follows:

- overdevelopment of the site
- overlooking from rear flats and balconies
- loss of sunlight and daylight to neighbouring properties
- inadequate parking provision would put pressure on parking in neighbouring roads
- dangerous access onto the A21
- size and height of building would be out of character with the area
- noise, disturbance and air pollution during building works.

The application has been called into committee by a Ward Councillor.

### **Comments from Consultees**

The Council's Highway Engineer comments that 9 car parking spaces would be provided for the 9 flats which would comply with the Council's parking standards and those contained within the London Plan.

Transport for London comments that the number of spaces provided, including two disabled spaces, is in keeping with TfL's maximum residential parking standards contained within the London Plan, and that two electric vehicle charging points are welcomed. They consider that the applicant has demonstrated that vehicles would be able to enter and exit the site in forward gear, and the proposals are not therefore considered to have an adverse impact on the operation of the Transport for London Road Network. Cycle parking provision is considered acceptable.

No drainage objections are raised to the proposals in principle, subject to further details of the disposal of surface water, and there are no concerns from an environmental health point of view.

With regard to crime prevention issues, further details should be submitted by way of a condition in order to address crime prevention.

### **Planning Considerations**

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

BE1 Design of New Development  
H7 Housing Density & Design  
H9 Side Space  
T3 Parking  
T18 Road Safety

## **Planning History**

Permission was refused in 2009 under ref. 08/04033 for the conversion of Salcombe and Wellclose House into 4 two bedroom and 1 one bedroom flats, and the conversion of the garages into a three bedroom bungalow on the following grounds:

1. 'The proposed conversion constitutes an overintensive and overdevelopment use of the site lacking in adequate amenities for future occupants and which would, if permitted, result in a cramped environment for such occupants, contrary to Policies H7 and H11 of the Unitary Development Plan.
- 2 The proposed conversion, by reason of the overprovision of car parking and intensification of use of a substandard access with inadequate visibility would be prejudicial to highway safety, contrary to Policy T18 of the Unitary Development Plan.'

## **Conclusions**

The main issues in this case are the effect of the proposals on the character, appearance and spatial standards of the surrounding area, on the amenities of the occupants of nearby residential properties, and on parking and road safety issues.

Policy H7 of the UDP allows for the redevelopment of older, lower-density properties with higher density developments, but stresses that such development should be sympathetic to and complement the character and spatial standards of the surrounding residential area. This Policy encourages the provision of a mix of housing sizes, and requires parking and amenity areas to be provided to meet the needs of future occupiers.

The redevelopment of this site for a flatted development is considered acceptable in principle, and the density of development at 192 habitable rooms per hectare (hrha) or 75 units per hectare (uha) would accord with Policy H7 which allows for a density of between 300-450 hrha and between 100-150 uha. The development would provide a mix of one and two bedroom flats which are considered to be acceptable in terms of size and layout.

The new building would be sited in a more central position set further back from the highway, with the main three storey part of the building set back 4.8m from the western flank boundary (tapering to 1.5m at the rear), and 6.3m from the eastern flank boundary (again tapering to 1.5m at the rear). The rear two storey part of the development would maintain separations of at least 5.5m to the side boundaries,

whilst communal gardens would be provided to the side and rear to a maximum depth of 21m.

With regard to the impact on the street scene, the second floor accommodation would be provided within the roofspace, and although the development would extend across much of the width of the site, there would be good separations maintained to the adjacent dwellings, and the overall roof height would be in keeping with adjacent properties (it would be slightly higher than 22 and 23 Royal Close to the west, but slightly lower than properties in Farnborough Common to the east). The proposed building is therefore considered to sit comfortably within the street scene, and would not appear overdominant nor unduly cramped.

The overall footprint of development on the site would be reduced, and sufficient parking and amenity space (both communal and private) would be provided to meet the needs of future occupiers. The proposals are not, therefore, considered to result in an overdevelopment of the site.

With regard to the impact on residential amenity, the proposed building would be set further away from No.23 Royal Close than the existing two storey building at Salcombe. No flank windows would be proposed in the western flank elevation facing No.23, and the proposals would not result in any significant loss of light to or outlook from this property.

Nos.20 and 21 Royal Close lie further to the rear of the site on its western side, and although the proposed building would not project rearwards as far as the existing garages, this aspect would be two storey rather than single storey, and would contain rear-facing balconies at first floor level. However, these balconies are shown to be largely enclosed with angled timber slats to the side to prevent overlooking of neighbouring properties, and they would be at an oblique angle to the rear gardens of 20 and 21 Royal Close. Two rear-facing roof dormers are also proposed which may cause some oblique overlooking of those rear gardens, but they would be set further back within the main part of the building, and the impact is not considered to be so great as to warrant a refusal.

No.1A Farnborough Common is situated to the east of the site, and is set at a higher level with a good amount of screening provided along the boundary. The main part of the proposed building would be largely in line with the Farnborough Common properties, whilst the rear two storey element would be situated 5.6-8m away from the shared boundary with No.1A.

Although some loss of outlook and oblique overlooking of neighbouring properties may occur as a result of the development, Members may not consider this to be significantly harmful to justify withholding permission in this case.

With regard to residents' concerns about the parking provision and the resulting impact on parking in neighbouring roads, along with the hazardous access onto the A21, the Council's highway engineer and Transport for London have confirmed that the parking and access arrangements are acceptable, subject to safeguarding conditions.

The previously refused application (ref. 08/04033) related to the conversion of the existing buildings on the site into 5 flats and a bungalow, and was refused on the grounds of the lack of any amenity space for the flats (the garden was for the sole use of the bungalow), concerns over the internal layouts of the flats, and the intensification of the use of the vehicular access to Farnborough Common. In comparison, the current scheme provides an acceptable level of amenity area, the layouts of the flats are acceptable, and no highways objections have been raised to the parking or access arrangements.

In conclusion, the proposals are considered to result in an acceptable redevelopment of this site which would not significantly affect the amenities of neighbouring properties nor impact detrimentally on the character and spatial standards of the surrounding area, or on parking and road safety in the near vicinity.

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

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |    |        |  |                                   |     |
|----|--------|--|-----------------------------------|-----|
| 1  | ACA01  | Commencement of development within 3 yrs |                                   |     |
|    | ACA01R | A01 Reason 3 years                       |                                   |     |
| 2  | ACA04  | Landscaping Scheme - full app no details |                                   |     |
|    | ACA04R | Reason A04                               |                                   |     |
| 3  | ACA07  | Boundary enclosure - no detail submitted |                                   |     |
|    | ACA07R | Reason A07                               |                                   |     |
| 4  | ACC01  | Satisfactory materials (ext'nl surfaces) |                                   |     |
|    | ACC01R | Reason C01                               |                                   |     |
| 5  | ACD02  | Surface water drainage - no det. submitt |                                   |     |
|    | AED02R | Reason D02                               |                                   |     |
| 6  | ACH03  | Satisfactory parking - full application  |                                   |     |
|    | ACH03R | Reason H03                               |                                   |     |
| 7  | ACH10  | Provision of sight line (3 inserts)      | 56m x 2.4m x 56m                  | the |
|    |        | access junction with the A21             | 1m                                |     |
|    | ACH10R | Reason H10                               |                                   |     |
| 8  | ACH16  | Hardstanding for wash-down facilities    |                                   |     |
|    | ACH16R | Reason H16                               |                                   |     |
| 9  | ACH19  | Refuse storage - implementation          |                                   |     |
|    | ACH19R | Reason H19                               |                                   |     |
| 10 | ACH22  | Bicycle Parking                          |                                   |     |
|    | ACH22R | Reason H22                               |                                   |     |
| 11 | ACH29  | Construction Management Plan             |                                   |     |
|    | ACH29R | Reason H29                               |                                   |     |
| 12 | ACH32  | Highway Drainage                         |                                   |     |
|    | ADH32R | Reason H32                               |                                   |     |
| 13 | ACI12  | Obscure glazing (1 insert)               | at first floor level in the flank |     |
|    |        | elevations of the building               |                                   |     |

|    |                   |  |                              |
|----|-------------------|--|------------------------------|
|    | ACI12R            | I12 reason (1 insert)                                  | BE1                          |
| 14 | ACI17<br>building | No additional windows (2 inserts)                      | first and second floor flank |
|    | ACI17R            | I17 reason (1 insert)                                  | BE1                          |
| 15 | ACI21<br>ACI21R   | Secured By Design<br>I21 reason                        |                              |
| 16 | ACI24<br>ACI24R   | Details of means of screening-balconies<br>Reason I24R |                              |
| 17 | ACK01<br>ACK05R   | Compliance with submitted plan<br>K05 reason           |                              |
| 18 | ACK05<br>ACK05R   | Slab levels - no details submitted<br>K05 reason       |                              |

### INFORMATIVE(S)

- 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.

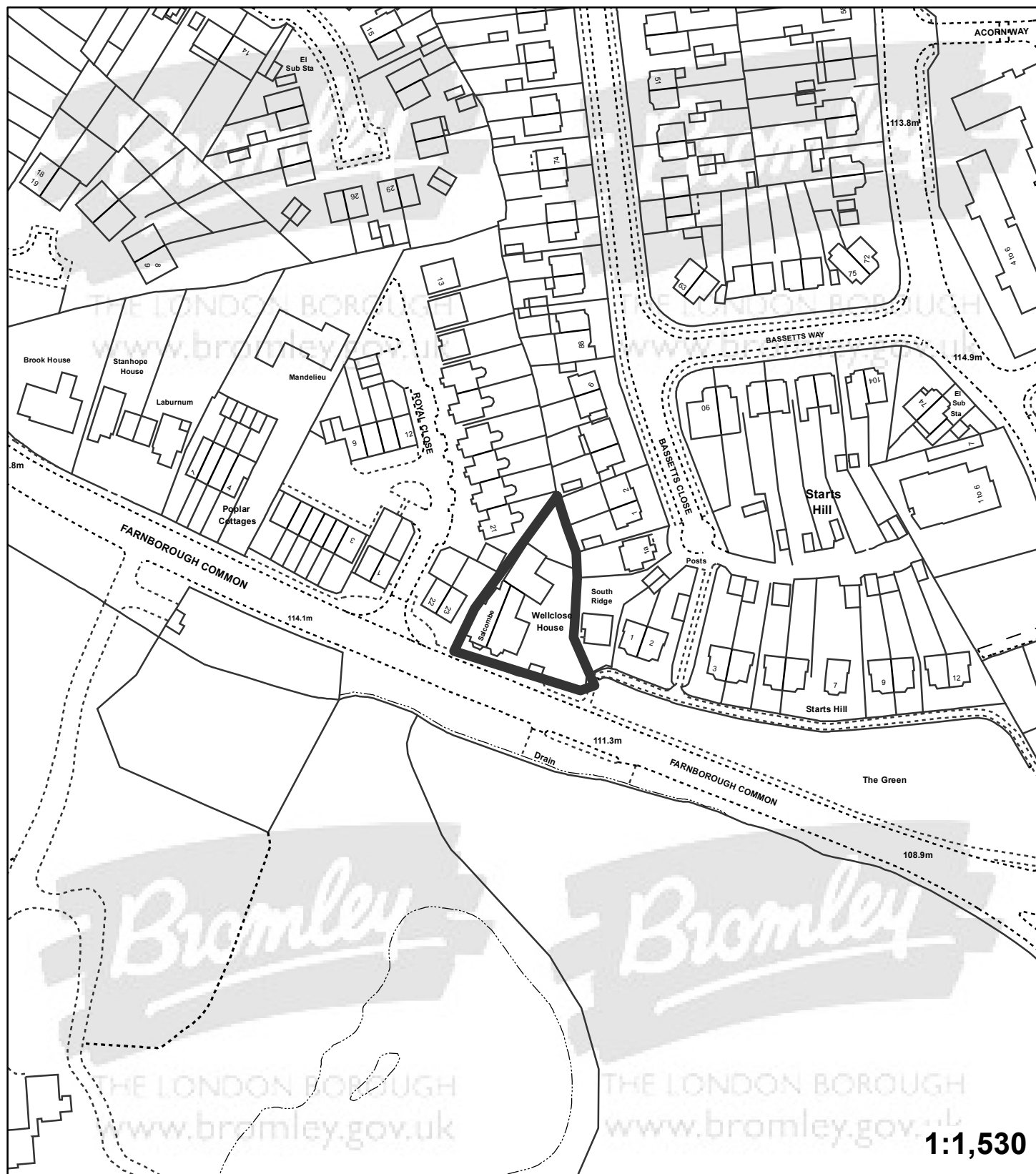
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

- 2 If during works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 3 Before the use commences, the applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.

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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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