

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

Application No : 14/02890/FULL1

Ward:
Chelsfield And Pratts
Bottom

Address : Orpington Hospital Bromley Hospitals
NHS Trust Sevenoaks Road Orpington
BR6 9JU

OS Grid Ref: E: 545961 N: 164687

Applicant : Kings College NHS Foundation Trust **Objections :** YES

Description of Development:

Single storey rear extension to Canada Wing for medical records store and associated facilities and alterations to car parking and servicing area

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding
Open Space Deficiency

Proposal

It is proposed to add a single storey extension to the rear of the Canada Wing of Orpington Hospital for a medical records store as it is now a requirement of the Care Quality Commission to store all medical records on site rather than at centralised locations. The extension would also contain ancillary offices and meeting rooms along with a bed and mattress store.

The extension would be flat roofed, and would extend into part of the existing service yard at the rear, and would also extend onto an area of hardstanding where mobile storage units were previously located. A disused distribution corridor along the south-eastern boundary which previously linked Canada Wing to the larger hospital site would be removed as part of the proposals, and the extension would link with an existing corridor in the main building giving direct and easy access to the storage areas.

A new car parking area for hospital staff would also be provided containing a total of 57 car parking spaces.

Location

Orpington Hospital is primarily a three storey building which lies to the south-east of Sevenoaks Road, accessed via Cardinham Road, and is surrounded by residential development, some of which used to be part of the larger Orpington Hospital site.

The site of the proposed extension would lie adjacent to residential properties in Vancouver Close to the east, some of which would back onto the site, and some would lie side-on. These properties are situated at a higher level than the hospital site, separated by a grass bank.

Comments from Local Residents

Letters of objection have been received from nearby residents, and the main concerns raised are summarised as follows:

- increased pressure for parking in surrounding roads
- increased noise and disturbance
- fire risk from storage of paper records close to residential properties
- noise disturbance and pollution from construction works
- potential subsidence
- light pollution from new building
- medical records could be contained within existing building
- loss of outlook and privacy
- rear facing windows to meeting room should be obscure glazed to protect the privacy of No.38 Vancouver Close.

Comments from Consultees

The Council's Highway Engineer has raised no objections to the proposed staff car parking area which would be permit controlled, subject to a condition to ensure that the parking provision is fully used in order to reduce on-street parking in surrounding roads, to which the applicant has agreed. No objections are raised to the revised servicing arrangements.

No objections are raised from an Environmental Health point of view.

Drainage comment that the proposals may be suitable for a SUDS scheme, and standard conditions are suggested. Thames Water raises 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
- C1 Community Facilities
- C4 Health Facilities
- T3 Parking

Planning History

Permission was previously granted on appeal in 2010 (ref. 09/00294) for the retention of a temporary staff training building to the rear of Canada Wing, but this has now been removed.

Conclusions

The main issues in this case are the impact of the proposals on the character and appearance of the surrounding area, on the amenities of neighbouring residential properties, and on parking in nearby roads.

The proposed extension is contained to the rear of Canada Wing, but would be visible from Tregony Road to the north, and from residential properties in Vancouver Close. The extension would have a flat roof, and would not exceed 5m in height. It would not appear overly bulky when viewed from Tregony Road, particularly in relation to the existing hospital buildings, and would be set back 60m from this road. The proposals are not, therefore, considered to have a detrimental impact on the visual amenities or spatial standards of the surrounding area. It should be noted that buildings were previously located in this area but have since been removed.

With regard to the impact on neighbouring properties, the adjacent dwellings in Vancouver Close to the east are located at a significantly higher level than the site of the proposed extension, and given the low level flat roof design of the extension, and its set back of 4.5-7m from the boundary with Vancouver Close, separated by a grass bank, the proposals are not considered to significantly detract from the amenities of adjoining properties in terms of loss of light or outlook.

A resident at No.38 Vancouver Close has raised concerns about loss of privacy from rear-facing windows to a meeting room within the extension which would face the rear elevation of their property. Although the extension would be at a lower level and would face a boundary fence, given the difference in land levels, Members may consider it appropriate to require obscure glazing to these windows to prevent any overlooking occurring.

With regard to residents' concerns about parking in surrounding roads, the proposals provide additional staff parking which should relieve some of the pressure, and no objections to the scheme are raised by the Council's Highway Engineer.

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:

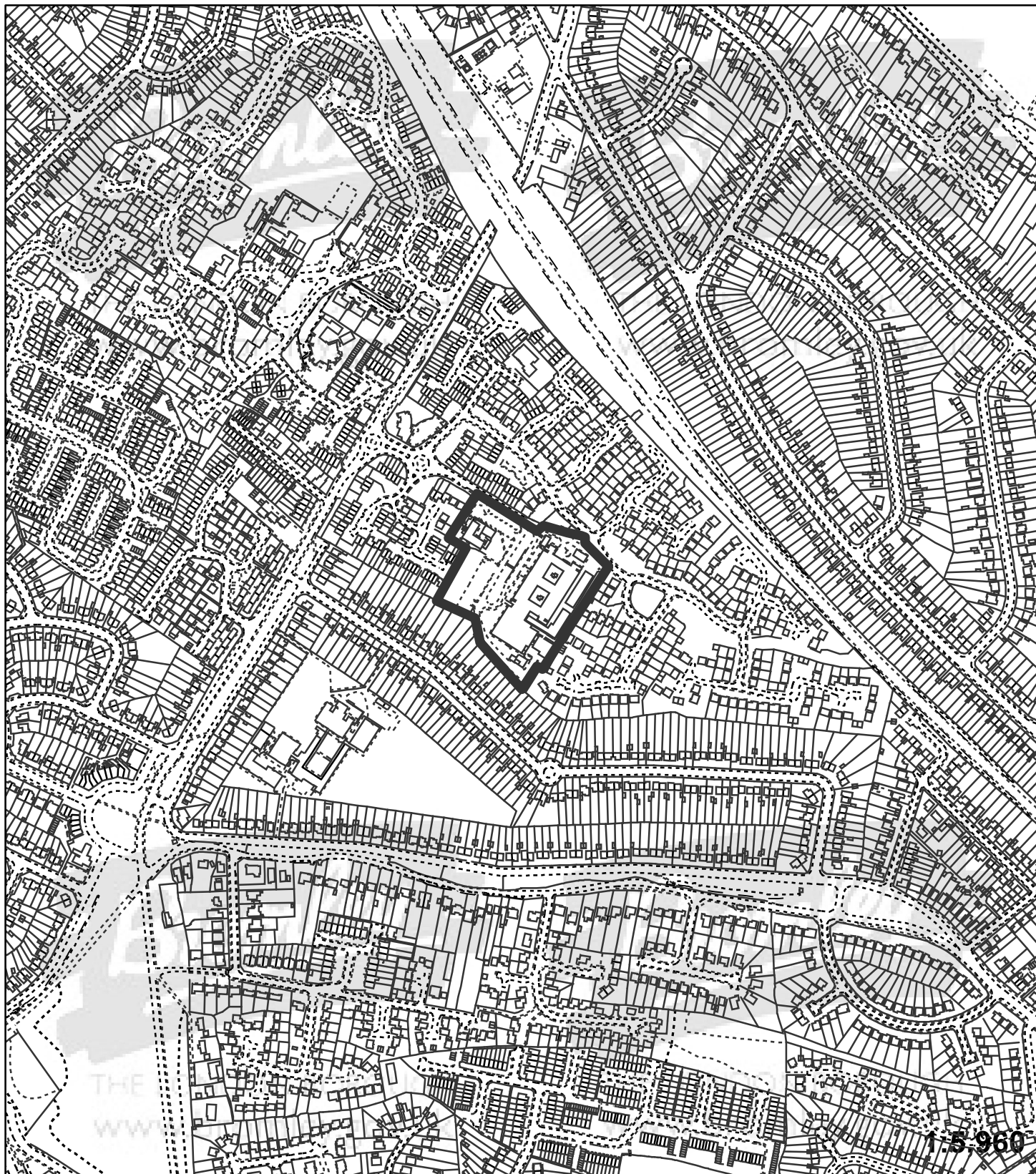
- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC07 Materials as set out in application
 ACC07R Reason C07
- 3 ACD02 Surface water drainage - no det. submitt
 AED02R Reason D02
- 4 ACD06 Sustainable drainage system (SuDS)
 AED06R Reason D06
- 5 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 6 ACI12 Obscure glazing (1 insert) to the meeting room in the south-
 eastern rear elevation
 ACI12R I12 reason (1 insert) BE1
- 7 ACK01 Compliance with submitted plan
 ACK05R K05 reason
- 8 The car parking hereby permitted shall only be used by hospital staff, and
 shall not be for public use.
 ACH03R Reason H03
- 9 Six months after the commencement of the use of the car park hereby
 permitted, the applicant should provide to the Local Planning Authority
 details of the number of staff parking permits issued. If it is found to be
 under-used, the applicant should include details of proposals to increase the
 take-up of the staff parking permits to be agreed by the Local Planning
 Authority.

Reason: To ensure that the parking provision is fully utilised in order to reduce pressure for on-street parking, and to accord with Policy T3 of the Unitary Development Plan.

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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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