

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

**Application No :** 14/03757/FULL1

**Ward:**  
**Chelsfield And Pratts  
Bottom**

**Address :** 10 Porthallow Close Orpington BR6 9XU

**OS Grid Ref:** E: 545840 N: 164737

**Applicant :** Mr & Mrs Ives

**Objections :** YES

**Description of Development:**

Detached two storey 2 bedroom dwelling with 2 car parking spaces on land adjacent to No.10 Porthallow Close

Key designations:

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

**Proposal**

It is proposed to construct a detached two storey 2 bedroom dwelling on this site which would measure 4.4m in width and 9.1m in depth. It would have a height of 7.8m, and a rear garden depth of 12m.

The dwelling would be staggered back 1.75m from No.9, and set 1.6m forward of No.10. It would maintain a separation of 0.9m to the boundary with No.9, and 1m to the boundary with No.10, although separations of at least 2m would be provided between the adjacent dwellings.

Two car parking spaces would be provided on the site frontage, and the submitted plans show that there is room for two spaces on the frontage of No.10.

**Location**

The site is located on the eastern side of Porthallow Close (which was built in the early 2000s as part of the redevelopment of the Orpington Hospital site), and comprises the side garden of No.10 which lies adjacent to No.9. The site measures 6.3m in width and 27m in depth.

Two TPO trees which originally stood on the boundary with No.9 were removed in 2014 due to their deteriorating condition (which was agreed by the Council's Tree Officer).

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- highway safety in Porthallow Close would be compromised
- proposals would be detrimental to the local environment
- additional pressure on limited parking in the area
- general disturbance during building works
- dwelling appears narrow for a detached dwelling - an end-of-terrace dwelling may be more appropriate
- increased risk of flooding
- detrimental impact on wildlife habitats
- loss of garden land.

### **Comments from Consultees**

No objections are raised to the proposals from a highways, drainage or environmental health point of view, subject to safeguarding conditions.

Thames Water do not raise any concerns.

### **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  
NE7 Development and Trees

### **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 and road safety in the area.

The proposed dwelling would be of a similar size and design as neighbouring properties, and would occupy a similar sized plot. There are a mixture of detached, semi-detached and terraced properties in the area, and the proposed dwelling would not therefore appear out of character with the surrounding area.

The dwelling would be staggered between the dwellings at Nos.9 and 10, and so would not appear overly prominent within the street scene. It would maintain a 1m side space to the southern flank boundary with No.10 (giving a separation of 2m between the dwellings), and although only a 0.9m separation would be provided to the northern flank boundary with No.9 (which strictly speaking would not comply with the Council's side space policy), a separation of 2.1m would be provided between the dwellings, with the closest part of No.9 being single storey only. The proposals are not, therefore, considered to have a significantly detrimental impact on the character and spatial standards of the surrounding area.

The parking provision is considered to be acceptable for a development of this size, and this can be conditioned to ensure its retention.

A condition of the Council's approval in 2014 for the removal of the 2 TPO trees was that 2 replacement trees should be planted, therefore, it is considered appropriate for a landscaping condition to be imposed.

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.

as amended by documents received on 08.12.2014

## **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  | ACA08  | Boundary enclosures - implementation                                                    |  |
|    | ACA08R | Reason A08                                                                              |  |
| 4  | ACC01  | Satisfactory materials (ext'n'l 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  | ACH29  | Construction Management Plan                                                            |  |
|    | ACH29R | Reason H29                                                                              |  |
| 8  | ACH32  | Highway Drainage                                                                        |  |
|    | ADH32R | Reason H32                                                                              |  |
| 9  | ACI02  | Rest of "pd" Rights - Class A, B,C and E                                                |  |
|    | ACI03R | Reason I03                                                                              |  |
| 10 | ACI12  | Obscure glazing (1 insert) at first floor level in the flank elevations of the dwelling |  |
|    | ACI12R | I12 reason (1 insert) BE1                                                               |  |
| 11 | ACI17  | No additional windows (2 inserts) first floor flank dwelling                            |  |
|    | ACI17R | I17 reason (1 insert) BE1                                                               |  |

- |    |        |                                    |
|----|--------|------------------------------------|
| 12 | ACK01  | Compliance with submitted plan     |
|    | ACK05R | K05 reason                         |
| 13 | ACK05  | Slab levels - no details submitted |
|    | ACK05R | 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 works commence, 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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