

SECTION '2' – Applications meriting special consideration

**Application No :** 14/04112/FULL1

**Ward:**  
**Plaistow And Sundridge**

**Address :** Sundridge Park Management Centre Ltd  
Plaistow Lane Bromley BR1 3TP

**OS Grid Ref:** E: 541757 N: 170738

**Applicant :** Mr Richard Barter

**Objections :** YES

**Description of Development:**

Erection of pedestrian and vehicular entrance gates with railings and turning head.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Chain  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Metropolitan Open Land  
Open Space Deficiency  
Sites of Interest for Nat. Conservation

**Proposal**

This application is for the erection of a new access, security gate and turning head. within the grounds of the Sundridge Park Mansion which is a Grade II in English Heritage's Register of Historic Parks and Gardens. The proposed security gate would be located along the historic carriageway but out of sight of the Grade I Listed Mansion house. The accompanying Tree report indicates that the proposal will not require the removal of any trees and that the works are very localised and relatively low impact with all surface preparation undertaken by hand tool only.

**Comments from Local Residents**

Local comments include:

- The road, while private, has been open to public access for many years (at least 20 and probably over 50 years) and has NEVER been closed to the public. Therefore a definitive of Right of Way exists.
- The properties whose rear gardens adjoin the area AFTER the gates will be denied access to the rear of the property. Vehicle access to rear gates for

the collection of garden waste etc. has been an exercised right for 20+ years.

- The boundary for each of the affected properties is the edge of the tarmac road and NOT the boundary fence. A fence therefore cannot be effective as a space, approximately 3-5ft will allow pedestrians to circumvent the gate, rendering it pointless.
- The proposed 'turning area' will cause considerable noise to 2/3 properties adjoining the proposed turning area. This will often be at night and will cause distress to local residents.
- The proposed 'turning area' is to be situated in the wooded area, close to the old pond/lake. This pond is used by a considerable number of rare birds, animals and insects. This may harm the local eco system and cause death and decline.
- The area is one of the last natural wooded areas and offers enjoyment to residents in a large area of Sundridge Park. The proposed development will destroy this and create yet another expensive ghetto in Bromley.
- I do not wish to have a gate and turning circle so close to my house, especially given that the gate is not even close to the proposed development. I believe the gate/turning circle should be much closer to the proposed development such that, to the extent there is any inconvenience caused, it should be borne by residents of the new development and not existing local residents.
- I am also concerned as I have an Oak tree which is over 60 years of age and any work carried at the back near the road, in the proposed position of the turning area will disturb the roots of the tree. I also feel along with many of my neighbours, why is the gate being position so far away from the new housing development when it would be much better place near to the new houses / flats which are being built and would be less inconvenient to the local residence whose gardens back onto Willoughby Lane.
- The noise during construction for our tenants and then the traffic noise thereafter.
- A reduction in the value of our property as it could be less attractive to potential purchasers having a turning circle at the back of our house.

The full text of comments received is available on the file.

### **Comments from Consultees**

English Heritage advise the application is relatively discrete and reversible. Although this application does not raise significant concerns from English Heritage, there is no historic precedent for a gate in this location. The historic entrance to the Mansion is located by the existing gate house on Plaistow Lane and we consider this to be a more appropriate location for an entrance gate. There would be an opportunity to reinstate the historic gate piers in this location which we understand are currently in storage. However, we recognise that due to access to other properties accommodating the gate here may not be possible. EH has previously advised that public access should be provided, on occasion, to the grounds.

From a Highways point of view the pedestrian and vehicular entrance gates with railings and turning head are within Sundridge Park and halfway on Willoughby Lane which is a private road so I would have no objection to the application.

From a Conservation point of view it is noted that English Heritage (EH) raise no objections and given the location and scale of this development there would be no adverse impact on setting of the Listed building. EH do raise the reinstatement of gates on the Plaistow Lane entrance which would be good to see but I feel this is a separate planning matter.

Any comments from a Tree point of view will be reported verbally.

### **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
- BE8 Listed Buildings
- BE11 Conservation Areas
- T18 Road Safety

### **Conclusions**

The main issues relating to the application are the effect that it has on the character of the area, the impact on the setting of the listed building and the impact that it has on the amenities of the occupants of surrounding residential properties. Highway safety is also a consideration.

In terms of comments received it is noted that Willoughby Lane is a private road. Due to the nature of access, being to individual properties rather than the public at large passing and repassing along the length of the road, any rights of access that may have been established would, in my opinion, be private rights rather than public ones. As such this would be a private legal matter.

In terms of highway safety, the proposal would not alter the access arrangement and visibility at the site, thereby causing no additional highway safety impacts.

On balance the application appears to be acceptable and would not result in an unacceptable harm on the area and amenities of local residents alike.

### **RECOMMENDATION: PERMISSION**

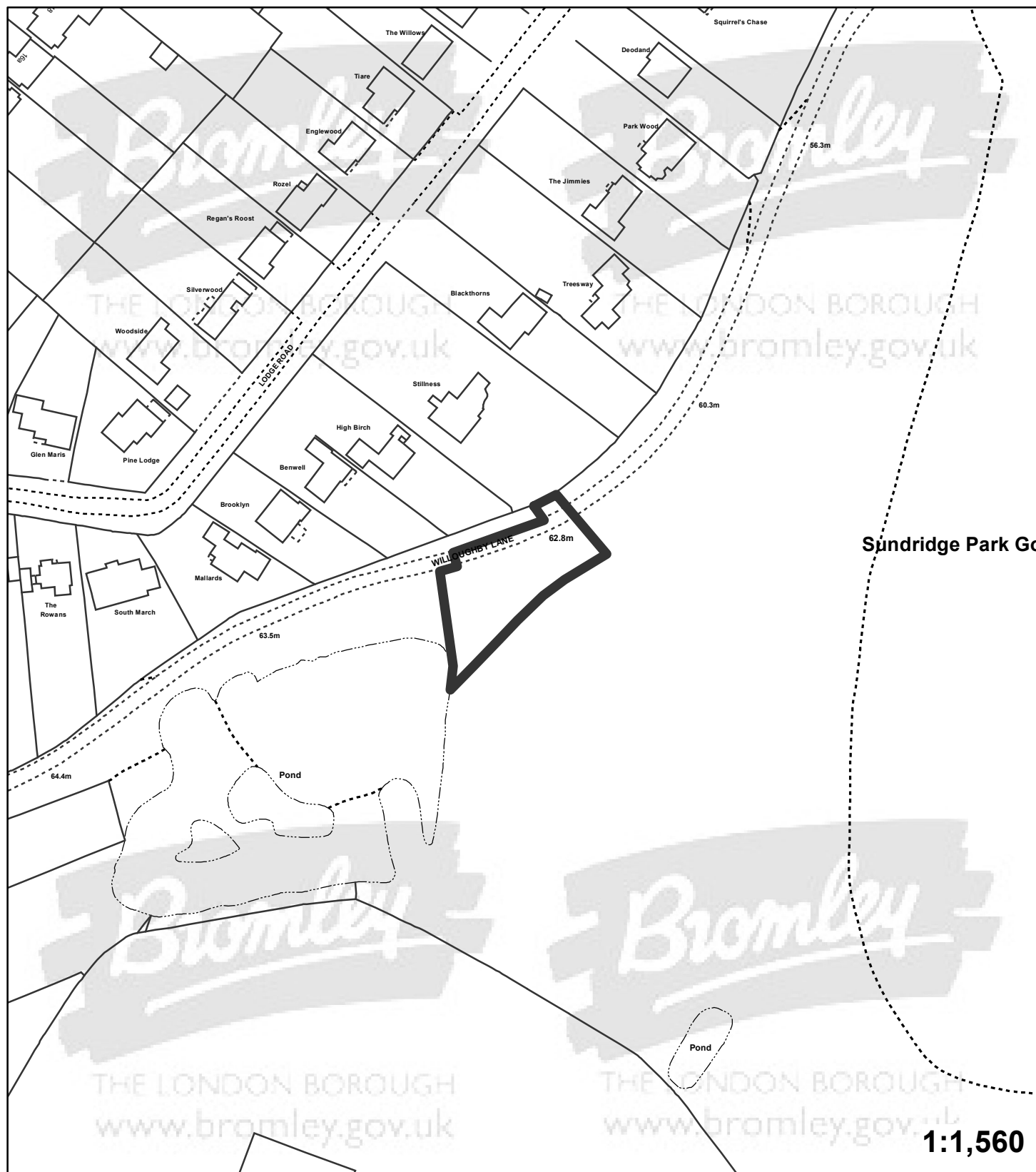
Subject to the following conditions:

- |   |        |                                          |
|---|--------|------------------------------------------|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACK01  | Compliance with submitted plan           |
|   | ACC03R | Reason C03                               |

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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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