

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

**Application No :** 16/01029/FULL1

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

**Address :** 195 Worlds End Lane Orpington BR6  
6AT

**OS Grid Ref:** E: 546848 N: 163246

**Applicant :** Mr And Mrs L Hazel

**Objections :** YES

**Description of Development:**

Demolition of existing dwellings on 195 and 195a Worlds End Lane, and erection of detached two storey 6 bedroom dwelling including attached double garage with accommodation above, and associated parking and landscaping

Key designations:

Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Open Space Deficiency  
Sites of Interest for Nat. Conservation

**Proposal**

This application was deferred without prejudice by Members at the committee on 12th May in order to seek a reduction in the forward projection of the garage/bedroom 5. Concerns were also raised by Members about the overall size and massing of the development, and it was suggested that the side space to the flank boundary with No.193 could be increased.

Revised plans have now been submitted which show a reduction in the forward projection of the front garage/bedroom by 1.4m, along with a reduction in its overall scale. The garage would be set back a further 0.8m from the flank boundary with No.193, thus increasing the separation to this boundary from 6.7m to 7.5m, and the large gable roof over the garage would be replaced with a fully hipped roof.

In order to address Members' concerns about the overall size and massing of the development, the applicant has submitted an assessment of the spatial characteristics of the area, including the plot sizes, separations to the side boundaries and the set back from the highway, and this is available on file for Members' information.

I repeat the earlier report, suitably updated.

It is proposed to demolish the existing dwellings at 195 and 195a Worlds End Lane and replace them with a single detached two storey 6 bedroom dwelling which would have a forward projecting double garage with bedroom accommodation over. The dwelling would use the existing vehicular accesses from Worlds End Lane that serve 195 and 195a to form an in-out driveway, and additional manoeuvring space would be provided to the front of the new dwelling.

The dwelling would be set back between 5.8-8.4m from the western flank boundary with No.193, and would be between 4.4-6.5m from the eastern flank boundary with No.197. It would project 6-9m further to the rear than the existing dwelling at 195, and a maximum 10m further to the rear than the dwelling at 195a.

## **Location**

The application site is located on the southern side of Worlds End Lane, and comprises two detached 4 bedroom dwellings at Nos.195 and 195a set within a plot covering 0.6ha. The site extends to 172m in depth, and the southern part of the rear gardens falls within the Green Belt, although the existing houses and a 25m deep garden falls outside the Green Belt boundary. There are a variety of house sizes and designs in the close vicinity, but the area is generally characterised by detached dwellings set within spacious surroundings.

The site is bounded to the west by a detached two storey dwelling at No.193, and to the east by a detached two storey dwelling at No.197 which extends deeper into its plot.

## **Consultations**

Letters of objection have been received to the proposals which can be summarised as follows:

- \* overdevelopment of the site
- \* the dwelling extends too deep into the plot
- \* loss of outlook from the rear of adjoining properties
- \* excessive hard surfacing at the front for parking
- \* possible future multiple occupancy of the dwelling
- \* potential increase in traffic along narrow lane
- \* potential drainage problems
- \* detrimental impact on adjoining Green Belt
- \* any permission should be conditioned to prevent roof accommodation.

Letters in support of the proposal have also been received from local residents who consider it to be an appropriate and sympathetic development.

Any additional comments received with regard to the revised plans submitted will be reported verbally at the meeting.

## **Comments from Consultees**

No highways objections are raised to the proposals, but given the layout of the road, deliveries and site parking should take place within the site (this can be conditioned).

No drainage objections are raised to the proposals, and Thames Water has no 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  
G6 Land Adjoining Green Belt  
NE7 Development and Trees  
T3 Parking  
T18 Road Safety

## **Planning History**

Permission was refused in March 2016 (ref.15/04994) for the demolition of No.195 and the erection of a replacement detached two storey 5 bedroom dwelling with accommodation in the roof space, attached double garage with guest accommodation above and associated parking, vehicular access and landscaping on the following grounds:

- 1 The proposals would, by reason of the size, bulk, depth and close proximity to neighbouring properties on this elevated plot, result in a cramped form of development that would be detrimental to the character and spatial standards of the surrounding area, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.
- 2 The proposed dwelling would, by reason of its size, bulk, excessive depth of rearward projection, and limited separation to adjoining properties, have a detrimental impact on the amenities of adjoining residents by reason of loss of light and outlook, thereby contrary to Policy BE1 of the Unitary Development Plan.

No appeal has been lodged to date.

## **Conclusions**

The main issues in this case are the impact of the proposals on the character and spatial standards of the surrounding area, on the openness of the adjacent Green Belt, and on the amenities of neighbouring residential properties.

The principle of replacing two dwellings on this site with one larger dwelling is considered acceptable, and there are a number of examples of developments in the close vicinity which are of varying sizes and are set within different sized plots. However, the overall size of the development proposed needs to be assessed in terms of its footprint, size, bulk and spatial separation to neighbouring properties.

The proposed dwelling would be 29m in width, but would leave generous separations to the flank boundaries, particularly in relation to No.193 to the west where separations of between 5.8-8.4m would be provided. This is a significant improvement on the replacement dwelling previously proposed on No.195 which provided a separation of only 2.3m. The dwelling would also be set back at least 4.4m from the eastern flank boundary with No.197, and there would be a gap of at least 7.5m between these dwellings.

The proposed main ridge height of the new dwelling would be slightly higher than the adjoining dwellings, but it would be reduced on its eastern side where land levels slope down slightly, and overall it would not appear unduly bulky within the street scene. Although the garage/bedroom wing would project forward of the main house, it would still be set back 18m from the front boundary of the site, and given that it would be set at least 7m away from the side boundary with No.193, it is not considered to appear as an unduly prominent feature in the street scene. The proposals are not therefore considered to result in a cramped form of development on the site, and would not have a detrimental impact on the character and spatial standards of the surrounding area.

In terms of its impact on the adjacent Green Belt, the proposed dwelling would project 9-10m further to the rear than the existing dwellings on the site, but this is not considered to adversely affect the openness or rural nature of the Green Belt, as the boundary lies a further 15m away to the rear.

With regard to the impact on neighbouring properties, the new dwelling would leave a gap of at least 5.8m to the western flank boundary with No.193, and although it would project 8.7m further to the rear of this property, it would be staggered away from the side boundary by more than 8m, and the rearmost part would be single storey only. The front garage/bedroom wing would project 3m forward of No.193, but it would be set a good distance away from this property, and would not unduly affect outlook from this property. With regard to privacy, only 4 rooflights are proposed at first floor level in the western flank elevation which would be obscure glazed thus preventing overlooking of the adjacent property. The proposals are not therefore considered to have a significantly detrimental impact on the amenities of the occupiers of No.193.

With regard to the impact on No.197 to the east, the new dwelling would be set slightly further away from the boundary than the existing dwelling at 195a, and although it would project 10m further to the rear, the adjoining dwelling at 197 already projects significantly beyond the rear of the existing dwelling at 195a, and the new dwelling would come in line with the rear wall of 197. Only one obscure glazed flank window is proposed at first floor level in the eastern elevation, therefore, no loss of privacy would occur to the adjacent property.

In conclusion, the proposals are not considered to have a detrimental impact on the character and spatial standards of the surrounding area, on the openness of the Green Belt, or on the amenities of adjoining occupiers.

**as amended by documents received on 23.05.2016**

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**Reason: Section 91, Town and Country Planning Act 1990.**

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.**

- 3 Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of building work**

**Reason: In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.**

- 4 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area**

- 5 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

**Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan**

- 6 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:**

**i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;**

**ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and**

**iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.**

**The scheme shall be implemented, maintained and managed in accordance with the approved details**

**Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan**

**7** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

**Reason:** In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

**8** Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

**Reason:** In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

**9** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:**To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

**10** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

**Reason:** In order to comply with Policies H7 and BE1 of the Unitary Development Plan and to prevent overdevelopment of the site.

**11** The flat roof area of the single storey rear extensions shall not be used as a balcony or sitting out area and there shall be no access to the roof area.

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**

- 12 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the first floor flank elevation(s) of the dwelling hereby permitted, without the prior approval in writing of the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**

- 13 Before the development hereby permitted is first occupied the proposed window(s) in the first floor flank elevations shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window(s) shall subsequently be permanently retained in accordance as such.**

**Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan**

- 14 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

- 15 The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawing(s).**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

**You are further informed that:**

- 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)**