

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

**Application No :** 16/04430/FULL1

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

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

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

**Applicant :** Mr & Mrs Hazell

**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, access and landscaping (Revisions to permission ref.16/01029 to amend the size and design of the garage)

**Key designations:**

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

**Proposal**

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.

Permission was granted for a replacement dwelling on this site in June 2016 (ref.16/01029), but the current application has been submitted to seek permission for an increase in the size of the forward projecting double garage and bedroom accommodation above.

Members may recall that the scheme originally submitted under ref.16/01029 included a larger forward projecting garage/bedroom which was presented to committee on 12th May 2016 with a recommendation for permission. However, Members deferred the application to request a reduction in the size and forward projection of the garage/bedroom, and the plans were revised accordingly. Permission was subsequently granted by Members on 23rd June 2016.

The proposed changes to the scheme are very similar to the proposals originally submitted in the previous application (which Members deferred for revisions), apart from the forward projection of the garage which would be 0.4m less. The garage

would now project 1m further forward than the permitted scheme, and 0.78m further to the side. The roof would also be 0.9m higher with a partly gabled design rather than being fully hipped.

The applicant states that the garage has been enlarged in order to allow adequate access to vehicles parked within the garage (to allow for the loading of buggies, boosters and their three young children without banging against adjacent parked cars), and that the extended gable end over the garage at first floor level would ensure that the design is coherent and successful.

### **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:

- \* detrimental impact on the amenities of No.193
- \* the garage roof would be 1m higher and would no longer appear subservient resulting in an adverse impact on the street scene
- \* loss of light to kitchen of No.193 during the morning
- \* proposals could lead to the subdivision of the property or use for multiple occupancy
- \* potential drainage problems.

### **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.

Permission was granted in June 2016 (ref.16/01029) for the demolition of the existing dwellings on 195 and 195a Worlds End Lane, and the erection of a detached two storey 6 bedroom dwelling including attached double garage with accommodation above, and associated parking and landscaping.

### **Conclusions**

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

The size and design of the front garage/bedroom would appear more bulky within the street scene than the permitted scheme, but given that it would be set back 18m from the front boundary of the plot and would still be of a subservient design to the main house, the proposed revisions are not considered to have a detrimental impact on the character and spatial standards of the surrounding area. Furthermore, a separation of 6.1-6.8m would still be maintained to the flank boundary with No.193, and it would not therefore appear unduly cramped.

With regard to the impact on No.193, the front garage/bedroom wing would now project 4m forward of No.193, but it would be set a good distance away and is not considered to adversely impact on light to or outlook from this property. The revised proposals are not therefore considered to have a significantly detrimental impact on the amenities of the occupiers of No.193.

In conclusion, the revised proposals are not considered to have a detrimental impact on the character and spatial standards of the surrounding area, nor on the amenities of adjoining occupiers.

**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 elevation 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)**