

SECTION '2' – Applications meriting special consideration

Application No : 11/01623/OUT

Ward:
Bromley Common And
Keston

Address : 5 The Drift Bromley BR2 8HL

OS Grid Ref: E: 541764 N: 165210

Applicant : Mr J King

Objections : YES

Description of Development:

Change of Use from light industry (Class B1) to residential (Class C3). Conversion of existing buildings to 5 self contained dwellings. Landscaping works
OUTLINE APPLICATION

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Stat Routes

Proposal

The application had been made in outline form with all matters reserved, although an illustrative layout has been provided. The proposal seeks a change of use of the site from light industrial use (Class B1) to residential (Class C3) which would involve the conversion of 5 vacant buildings on the northern and southern boundaries of the site. The accompanying Design and Access Statement states the northern building consists of a brick built two storey structure with tiled roof attached to a single storey part block and timber frame building with sloping mono-pitch roof. The southern building consists of three elements, a two storey brick and tiled structure, single storey L-shaped brick and tiled structure and block and framed lean-to structure forming the western part of the group. There are other sheds on the site and these will be demolished as part of the application. The illustrative drawings for the proposed conversion indicate there would be 1 one bedroom and 2 two bedroom dwellings in the South block and in the North block there would be 2 two bedroom dwellings.

Location

The application site is located to the west of The Drift, which is a private unmade road and cul-de-sac located to the north of Croydon Road. The property is located

within the Green Belt and is adjacent to both a Flood Risk Area and a Site of Interest for Nature Conservation. The Drift is comprised of approximately 8 detached dwellings to the east and 1 detached dwelling to the west, The Drift also provides access to the rear of Ravens Wood School.

The site extends northwards from the back of the site which the accompanying Design and Access Statement states will remain unaffected by the development.

The site itself is currently occupied by a detached residential property, which is to be retained and a number of detached outbuildings some of which are to be removed.

Comments from Local Residents

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

- at least 9 people (one per bedroom) and possibly at some time in the future, eighteen people could be living in these five dwellings and potentially each with a car.
- the existing cesspit for No. 5 was satisfactory for the previous household of four people, however, for the new proposed circumstances the volume of daily effluent would be greatly increased; the roots of a row of 30ft high leylandii trees have most likely found their way into the adjacent cesspit; leakage would seep down to the nearby River Ravensbourne.
- The Drift must provide easy access for Ravens Wood School for ambulances, fire engines and daily delivery vehicles which at present is difficult given the parked cars and delivery vehicles for existing dwellings at Drift.
- concerns as to the welfare of the bats in the existing stables.
- concerns doors and windows would be located in the walls or roof on the boundary with No. 4.

Comments from Consultees

The Council's Highways Division have been consulted and state The Drift is an unmade road. The proposal is to change the existing (Class B1) buildings into 5 residential units (5 x 2 bed and 1 x1 bed flats). The sightlines at the junction with Croydon Road are good. There are 8 parking spaces which is 1.5 spaces per unit the site is located within a low (1b) PTAL area. Although pedestrians would need to walk along the unmade road it is lit. There is no turning head in the road so construction vehicles would need to be able to turn on the site. Therefore, the proposal is considered to be satisfactory from a highways perspective subject to conditions.

The Council's Environmental Health Housing Division have been consulted raise no objections to the proposal but state that all partitions separating occupancies should be half-hour fire resisting to Building Standard 476 where an LD1Type audible fire alarm system is provided in accordance with the requirements of Building Standard 5839. The cloakrooms and the bathrooms to the ground floor of

north and south blocks do not appear to be provided with natural ventilation. Adequate means of mechanical ventilation should therefore be provided.

The Council's Waste Advisors have been consulted who state that the waste collection crew must be able to access the site without the use of codes/key fobs/keys if there are gates.

The Council's Highways Drainage Section states the plans do not indicate any existing Public S.W. Water or Public Foul Sewers in close proximity to the site. It is requested that the applicant submits their proposals on how they intend to discharge both Surface and Foul Water. Given the current application seeks merely outline permission, it was considered this could be dealt with by means of details pursuant.

Thames water raises no objections to the proposal.

The Metropolitan Police Crime Prevention Design Advisor was consulted who stated that the application for the conversion of existing commercial buildings into self contained dwellings, it should be able to achieve Secure By Design (SBD) accreditation in respect of part 2 physical security and layout, with the guidance of 'SBD New Homes 2010' and by incorporating accredited, tested, certified products. As such, it was considered a 'Secure By Design' condition be attached to any permission that may be granted.

From a trees perspective no significant trees would be affected by the proposal and if permission were granted a landscaping condition would be appropriate.

The land is adjacent to a Site of Interest to Nature Conservation (SINC) and as such from countryside management perspective the approach outlined in the ecological report is considered satisfactory and it is felt that is an adequate approach to apply for outline permission. If the proposal is granted permission then the Council would want to see the report's recommendations implemented, this includes further wildlife survey work even though the potential for protected species is low. It is also recommend that the surveys are undertaken at the correct time of year, which for summer roosting bats and reptiles is now and the next few weeks (July/August). Therefore if a detailed application were to be submitted it would require all the wildlife information be submitted at that stage.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

- BE1 Design of New Development
- G1 Green Belt
- H1 Housing Supply
- H7 Housing Density and Design
- H12 Conversion of Non-Residential Buildings to Residential Use
- NE2 Development and Nature Conservation Sites
- T3 Parking

Planning History

In 1985 under planning ref. 85/02930, permission was granted for Farnborough Livery to construct 6 stables loose boxes.

In 1987 under planning ref. 87/01388, permission was granted for alterations to roof and two storey side extension and single storey front extension and detached house.

In 1999 under planning ref. 99/00998, a Certificate of Lawfulness for an Existing Use was refused for the use of buildings and land for the repairs and maintenance of motor vehicles.

In 2003 under planning ref. 03/03493, permission was refused for the temporary use of building and land for storage of electrical equipment and materials which was a retrospective application.

Conclusions

The main issues relating to the application are the effect that it would have on the openness of the Green Belt, character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The accompanying Design and Access Statement states the site was formally used as a car repair operation and has been subject to enforcement notices. Marketing information was provided which states that marketing for No. 5 The Drift commenced on 28th August 2008 while the property was empty for some time prior to that date. An additional external estate agent also confirmed in writing that the property was on the market for nine months from 18.02.09 to 18.11.09 and the property was empty for the entire time it was on the market and as such it is considered that there is insufficient demand for the current light industrial use at this location.

Given the sites location within the Green Belt Policy G1 is a key consideration when determining such an application in particular the following section:

The re-use of a building in the Green Belt will be inappropriate unless it meets all of the following criteria:

- (v) it will not have a materially greater impact than the present use on the open character of the land;
- (vi) use of the land surrounding the building and boundary treatments will not harm the openness of the land or conflict with the purposes of including land in the Green Belt;
- (vii) the building is of permanent construction and capable of conversion or re-use without extensive or complete reconstruction;
- (viii) the form, bulk and design of the building are in keeping with its surroundings;

- (ix) the proposed use does not entail external storage of materials, plant or machinery; and
- (x) the proposed use has no adverse effect on the recreational enjoyment or appearance of the countryside.

While the proposal is located within the Green Belt, The Drift is comprised of a small enclave of development located within the Green Belt and as such this section of the Green Belt is not considered to be particularly open in nature. The proposal would not involve the construction of any additional buildings and would in fact remove the more unsightly industrial units on the site while retaining the aesthetically pleasing brick and timber structures. While the proposal would increase the level of activity at the site it is considered that the proposal meets all of the criteria as stipulated above and would not impact detrimentally on the openness and visual amenity of the Green Belt nor would it appear conspicuous from the Green Belt nor would it be visually detrimental by reasons of scale, siting, materials or design.

The illustrative drawings provided indicate that there would be no windows to be inserted in the flank elevations on the boundaries with adjoining residential properties and as no additional buildings are proposed to be constructed the proposal is not anticipated to result in a significant impact on the residential amenities of neighbouring properties, in line with Policy BE1.

Policy H12 (Conversion of Non-Residential Buildings to Residential Use) states “the Council will permit the conversion of genuinely redundant office and other non-residential buildings to residential use, particularly above shops, subject to achieving a satisfactory quality of accommodation and amenity”. No objections were raised by the Council’s Environmental Health Housing Division who assess the application in terms of its compliance with the Housing Act 2004 (as amended) and as such the proposal is considered to result in satisfactory accommodation for future occupants. It is also considered that an adequate level of residential amenity space has been provided for future occupants.

In summation, the outline application submitted is considered to be satisfactory as it would not impact detrimentally on the openness of the Green Belt; would provide satisfactory residential accommodation and amenity space for future occupants; and would not impact detrimentally in terms of traffic generation or congestion and as such it is considered that permission should be granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/01623, excluding exempt information.

as amended by documents received on 13.07.2011

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | | |
|----|--------|--|---------|
| 1 | ACA02 | Details req. pursuant outline permission | access, |
| | | appearance, landscaping, layout and scale | |
| | ACA02R | Reason A02 | |
| 2 | ACA03 | Compliance with landscaping details | 1 |
| | ACA03R | Reason A03 | |
| 3 | ACA07 | Boundary enclosure - no detail submitted | |
| | ACA07R | Reason A07 | |
| 4 | ACB01 | Trees to be retained during building op. | |
| | ACB01R | Reason B01 | |
| 5 | ACB02 | Trees - protective fencing | |
| | ACB02R | Reason B02 | |
| 6 | ACB03 | Trees - no bonfires | |
| | ACB03R | Reason B03 | |
| 7 | ACB04 | Trees - no trenches, pipelines or drains | |
| | ACB04R | Reason B04 | |
| 8 | ACC01 | Satisfactory materials (ext'nl surfaces) | |
| | ACC01R | Reason C01 | |
| 9 | ACD02 | Surface water drainage - no det. submitt | |
| | ADD02R | Reason D02 | |
| 10 | ACD04 | Foul water drainage – no det. submitt | |
| | ADD04R | Reason D04 | |
| 11 | ACH02 | Satisfactory parking - no details submit | |
| | ACH02R | Reason H02 | |
| 12 | ACH22 | Bicycle Parking | |
| | ACH22R | Reason H22 | |
| 13 | ACH23 | Lighting scheme for access/parking | |
| | ACH23R | Reason H23 | |
| 14 | ACH26 | Repair to damaged roads | |
| | ACH26R | Reason H26 | |
| 15 | ACH29 | Construction Management Plan | |
| | ACH29R | Reason H29 | |
| 16 | ACI02 | Rest of "pd" Rights - Class A, B,C and E | |
| | ACI03R | Reason I03 | |
| 17 | | Before the development hereby permitted is first occupied, the proposed window(s) at first floor level in the flank elevations of the dwellings on the boundaries with No. 4 and No. 6 The Drift shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such. | |
| | ACI12R | I12 reason (1 insert) | BE1 |
| 18 | ACI21 | Secured By Design | |
| | ACI21R | I21 reason | |
| 19 | | The area to the north of the application site as outlined in blue is to remain as per existing. | |
| | | Reason: In the interests of adjoining Site of Interest to Nature Conservation and to preserve the openness of the Green Belt, in line with Policies G1 and NE2 of the Unitary Development Plan. | |
| 20 | | The communal landscaped area indicated in drawing TD-520-PD-02 Revision A is to serve solely as a communal area incidental to the enjoyment of the proposed units and for no other purpose. | |

Reason: In the interests of the residential amenities of the future occupants of the proposed units and to preserve the openness of the Green Belt, in line with Policies BE1 and G1 of the Unitary Development Plan.

Reasons for granting permission:

In granting planning permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- G1 Green Belt
- H1 Housing Supply
- H7 Housing Density & Design
- H12 Conversion of Non-Residential Buildings to Residential Use
- NE2 Development and Nature Conservation Sites
- T3 Parking
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the impact of the development on the open nature of the Green Belt.
- (b) the impact upon the residential amenities of the occupants of the adjoining properties;
- (c) the impact upon congestion and road safety within the area;
- (d) the quality of accommodation provided for future occupants of the property;
- (e) the relationship of the development to adjacent properties

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 Given the status of The Drift as an unadopted street, the applicant should be advised that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which The Drift is laid out.
- 2 The Council's Waste Collection Service must be able to access the site without the use of codes/key fobs/keys if there are gates.
- 3 The applicant is advised that additional surveys in relation to the presence of bats and reptiles at the site will be required in line with their statutory obligations under the Protected Species and Wildlife and Countryside Act 1981 (as amended). A Biodiversity Enhancement Scheme for the area to the north of the application site which is intended to be retained as per existing will be required due to the proximity of the site to the adjacent Site of Nature Conservation (SINC) and Rivers Ravensbourne.

Application:11/01623/OUT

Address: 5 The Drift Bromley BR2 8HL

Proposal: Change of Use from light industry (Class B1) to residential (Class C3). Conversion of existing buildings to 5 self contained dwellings.

Landscaping works

OUTLINE APPLICATION

