

SECTION '2' – Applications meriting special consideration

Application No : 11/00537/FULL1

Ward:
Chislehurst

Address : Land At Former Kennal Manor Estate
Kennal Road Chislehurst

OS Grid Ref: E: 544886 N: 171773

Applicant : Memorial Property Investments Ltd **Objections :** YES

Description of Development:

Chapel with vestry and toilet (revised design to scheme permitted under ref. 05/03871 for use of land for human burials including chapel and other buildings, car parking and vehicular access)

Key designations:

Conservation Area: Chislehurst
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
London City Airport Safeguarding Birds
Sites of Interest for Nat. Conservation
Tree Preservation Order

The application was deferred at the Plans Sub Committee meeting of 18th August 2011 to address highways concerns and to seek a revision whereby some of the ancillary facilities proposed under withdrawn application ref. 11/01721 will be provided within the chapel building. The applicant has submitted a revised scheme incorporating a reduced seating capacity and offices within the chapel building. The previous report, amended where appropriate, is repeated below.

Proposal

- Revised design of 100 seat chapel previously approved under planning permission ref. 05/03871 granted for change of use of former parkland to use for human burials, erection of a detached chapel, a cupola shelter, tractor shed and staff facilities, a surface car park for approx. 75 vehicles, accessway, landscaping and new vehicular access to/from Sidcup By-Pass (A20)
- chapel will seat 80 mourners and will include a vestry, WC and a covered entrance where hearses will arrive with a gathering space for mourners
- chapel will be similar in scale to that previously approved

- materials will include natural stone walling, natural slate roofing, large glazed openings within a timber frame structure
- application states that design is intended to allow flow through the building and for a purer form and usage to be attained.

The applications are accompanied by Planning Statements and a Design and Access Statements.

Site and surroundings

- Former Kemnal Manor Estate grounds are situated on the south-west side of the A20 (Sidcup Road/By-Pass) which forms part of the northern boundary of the borough with London Borough of Bexley and is a short distance from the boundary with London Borough of Greenwich
- Kemnal Estate is a large expanse of generally neglected former grounds of the long since destroyed former manor house
- site is wholly within an inner wedge of the Green Belt and additionally falls within the Chislehurst Conservation Area whilst parts of the Kemnal Manor grounds are designated as a Site of Importance for Nature Conservation (SINC)
- works have commenced on the implementation of the 2006 planning permission granted for a cemetery with ancillary facilities.

Comments from Local Residents

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

- roof is exceptionally large
- harm to openness of Green Belt
- condition 13 vii of planning permission ref. 05/03871 regarding a specific landscaping scheme adjacent to the residential dwelling at The Glasshouse was not addressed under application ref. 09/01995
- no details of basement in revised scheme
- basement is a crematorium in waiting – coffin store is unnecessary
- planning statement is misleading – The Glasshouse is adjacent to site and affected by aggressive and cynical commercial development
- significant felling of trees to date
- it is not clear what assessment was made of Green Belt, environmental and trees impacts prior to the grant of planning permission ref. 05/03871 .

Members should note that the application has been revised and previously proposed basement accommodation referred to above has been removed. The Council has only approved the first of five phases of landscaping to the north of the site and this is not in close proximity to The Glasshouse.

Highways comments will be reported verbally at the meeting.

- Metropolitan Police Crime Prevention Design Advisor – no objections

- London Borough of Bexley - no objections
- Waste Advisers – no objections regarding refuse collection arrangements
- Thames Water - no objections
- Council's in-house drainage consultant – no objections
- Environmental Health – no objections
- Advisory Panel for Conservation Areas - no objections.

Planning History

Planning permission was granted in November 2006 for change of use of former parkland to use for human burials, erection of a detached chapel, a cupola shelter, tractor shed and staff facilities, a surface car park for approx. 75 vehicles, accessway, landscaping and new vehicular access to/from Sidcup By-Pass (A20) (ref. 05/03871).

Planning Considerations

The main policies of the Bromley Unitary Development Plan considered to be relevant to this application include:

- G1 The Green Belt
- BE1 Design of New Development
- BE11 Conservation Areas
- BE14 Trees in Conservation Areas
- C1 Community Facilities
- T3 Parking
- T18 Road Safety

In strategic terms the most relevant London Plan policies are:

- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.16 Green Belt
- 7.23 Burial spaces.

Planning Policy Guidance Note 2 (PPG2) states at paragraph 3.4 that the construction of new buildings inside a Green Belt is inappropriate unless they are for specified purposes, including essential facilities for cemeteries. Paragraph 3.5 states that essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it.

No significant trees will be affected by the proposals.

Conclusions

The sites is not in close proximity to any other properties. The main issues to be considered in these cases are whether the proposals are appropriate development

in the Green Belt and the impact of the proposal on the character and appearance of the conservation area and on the openness of the Green Belt.

The proposal is considered to be an essential facility for a cemetery and is appropriate development in the Green Belt. The building is similar in scale to the previously approved chapel and it can be considered that the design and materials are of a high quality and represent an improvement on the previous scheme. Subject to highways comments to be reported verbally at the meeting the proposal is considered acceptable.

Background papers referred to during the production of this report comprise all correspondence and other documents on files refs. 05/03871, 09/01995 and 11/0053,7 excluding exempt information.

as amended by documents received on 08.04.2011 19.05.2011

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 3 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 4 | ACI21 | Secured By Design |
| | ACI21R | I21 reason |
| 5 | ACK05 | Slab levels - no details submitted |
| | ACK05R | K05 reason |

Reasons for permission:

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

UDP

- G1 The Green Belt
- BE1 Design of New Development
- BE11 Conservation Areas
- BE14 Trees in Conservation Areas
- C1 Community Facilities
- T3 Parking
- T18 Road Safety

London Plan

- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture

- 7.16 Green Belt
- 7.23 Burial spaces

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

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to adjacent property
- (c) the character and appearance of the development in the Chislehurst Conservation Area
- (d) the impact on the openness and visual amenities of the Green Belt
- (e) the impact on the amenities of the occupiers of adjacent and nearby properties
- (f) the safety of pedestrians and motorists on the adjacent highway
- (g) the safety and security of buildings and the spaces around them
- (h) accessibility to buildings
- (i) the design policies of the development plan

and having regard to all other matters raised.

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