



Appeal Decision

Site visit made on 4 June 2025

by Bhupinder Thandi BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 1st August 2025

Appeal Ref: APP/D5120/W/25/3358667

The Great Harry Public House, Parsonage Manorway, Belvedere, Bexley DA17 6LZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Kallarview Developments Limited against the decision of the Council of the London Borough of Bexley.
 - The application Ref is 23/00433/FULM.
 - The development proposed is provision of a 3 storey building providing 30 self contained dwellings with associated car parking, cycle parking, refuse storage and outdoor amenity space following the demolition of the existing building.
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Decision

1. The appeal is allowed and planning permission is granted for a 3 storey building providing 30 self contained dwellings with associated car parking, cycle parking, refuse storage and outdoor amenity space following the demolition of the existing building at The Great Harry Public House, Parsonage Manorway, Belvedere, Bexley DA17 6LZ in accordance with the application, Ref 23/00433/FULM subject to the conditions in the attached schedule.

Preliminary Matters

2. Following determination of the planning application the appellant has submitted an updated viability assessment and consequently the Council advise that they no longer wish to defend the first reason for refusal. The Council also advise that following a review of their case the development could be made acceptable in respect of reasons for refusal 3, 4, 5 and 7 through the imposition of planning conditions. Finally, the Council no longer consider that reason for refusal 6 in respect of the relationship between the proposed development and 111 Parsonage Manorway and the potential impact on the occupiers living conditions is not so significant so as to maintain an objection. On the evidence before me I have no reason to find otherwise. I have borne this in mind in assessing the appeal and have not addressed a number of these matters in my reasoning below.

Main Issues

3. The main issues are:
 - The effect of the proposed development upon the character and appearance of the area;
 - Whether the proposal would make adequate provision for wheelchair user dwellings; and

- Whether the planning obligation is required to make the proposal acceptable in planning terms.

Reasons

Character and appearance

4. The appeal site comprises the former Great Harry Public House and associated land formed of parking areas, hardstanding and a grassed beer garden. The current building is two storey in height with a pitched roof located more or less centrally within its plot.
5. Parsonage Manorway is formed of low-rise buildings comprising a mix of two storey semi-detached dwellings, short runs of terraces and bungalows. Dwellings vary in terms of their ages, designs and roof forms and a number have been altered and extended. Opposite the appeal site is a retail parade formed of a continuous block which adds to the varied local character on account of its commercial appearance.
6. Buildings are set back from the roadside behind driveways and planting. This set back from the road combined with gaps between the built form contribute to a pleasant suburban character.
7. The proposed development would comprise a single three storey apartment block aligned on an east west axis. In terms of height, although it would taper at each end as the block turns into side roads, it would be taller than nearby buildings.
8. On account of its contemporary design, overall height and mass the proposed development would be a conspicuous feature within the street scene and would be a departure from the traditional architecture and modest scale of buildings found locally. However, I do not find this to be unacceptable. The design proposed is of its time reflecting contemporary architectural trends, including a flat roof, and would be an evolution of the area's varied character.
9. I acknowledge that the proposed development would occupy almost the entire Parsonage Manorway street frontage in one large block, however, the articulation of the height and the elevations would temper this by creating interest and drawing the eye. Further interest would be created through variations in the brick bond, the use of textured brick panels, deep window reveals and a mix of recessed and projecting balconies.
10. The use of a limited palette comprising red brick and bronze window frames would result in a unified appearance whilst interest would be created through the detailed design and balconies. The exact colour and tone of the brick and materials would be controlled through a planning condition.
11. Whilst the development would be devoid of gaps in the built form and traditional contextual elements the faceted facades would simultaneously break down the massing of the building and create visual interest.
12. The change in height between the proposed development and the neighbouring scale of buildings to the east and west would be apparent in mid-range views along Parsonage Manorway and surrounding roads. However, given the degree of separation between the apartment block and nearby properties this would not be read as an unduly abrupt or discordant change in height, when perceived by the viewer on the ground.

13. When viewed in close quarters on side roads Luddesdon Road and Eastry Road, respectively, the change in height and transition between the style and scale of the existing dwellings and the proposed development would be appropriately displayed through a change in architecture from a horizontal emphasis to a vertical one and sensitively stepping up to the tallest part of the apartment block.
14. Whilst, to a degree, I share the Council's concerns in respect of the usability of the front gardens the position of the proposed development would be consistent with dwellings either side. This set back combined with green landscaping and defined public and private space would lessen the visual and physical impact of the proposed development.
15. As such, I conclude that the proposed development would not adversely affect the character and appearance of the area. It would accord with Policies SP5 and DP11 of the Bexley Local Plan (2023) (BLP) and Policies D3 and D4 of the London Plan (2021) (LP) which, amongst other things, require high quality standards of design that contribute positively to the local environment and architecture that pays attention to detail.

Provision of wheelchair user dwellings

16. The appellant is proposing three ground floor wheelchair user units fronting Eastry Road. Whilst they would be concentrated at the eastern part of the development, rather than dispersed across it, the units would benefit from car parking spaces directly off the road, front and rear gardens and convenient access to the communal garden.
17. There is no compelling evidence before me to indicate that distributing wheelchair user units throughout a single building would necessarily result in a more satisfactory layout or a more desirable choice of dwellings for potential occupiers. I am satisfied that the location of the wheelchair user units would provide an adequate choice of housing and future occupiers would have reasonable and practical access to other areas of the development as well as the surrounding area.
18. In coming to my decision, I have had due regard to the Public Sector Equality Duty set out under s149 of the Equality Act 2010. I am satisfied that the proposed development would allow persons with protected characteristics including age and/or disability to comfortably live in the proposed development thereby advancing equality of opportunity for those persons and fostering good relations between them and others.
19. As such, I find that the proposed development would accord with LP Policy D7 which, amongst other things, seeks to provide suitable housing and genuine choice for London's diverse population.

Planning obligation

20. The scheme would not deliver 35% affordable housing as required by BLP and LP policies, but it has been adequately demonstrated that it is currently not viable. That said, so as to maximise affordable housing delivery in the longer term and reflecting the potential for significant changes in London housing values the appellant has submitted a Unilateral Undertaking (UU) which includes review mechanisms to assess whether a contribution towards affordable housing could be provided further down the line.

21. Whilst a major development the scheme is not so substantial that it would be constructed in a phased manner but rather as a single entity. Based on the evidence before me the construction phase would be relatively short, at around 15 months, and there is nothing before me to suggest that the appellant is not incentivised in bringing it forward.
22. It is unlikely that the housing market will have changed significantly between the granting of planning permission and the early-stage trigger point in the UU. Nor would there be much of a gap between the early-stage review and the late-stage review based on the build programme. In my judgement the late-stage review would be a more appropriate threshold to assess whether a contribution towards affordable housing would be possible.
23. Notwithstanding the Council's legal team's comments in respect of the UU I am satisfied that it is effective, capable of being enforced and acceptable in planning terms in accordance with LP Policies H4 and H5.

Other Matters

24. During my site visit on a weekday lunchtime, I observed a great number of available parking spaces along Parsonage Manorway and surrounding roads and no obvious signs of parking pressures despite the presence of the retail parade, footway crossings and traffic restrictions. Whilst the appellant's overnight parking surveys have not been undertaken fully in accordance with the Council's specification, on street parking is relatively low and there is plenty of spare capacity even in the evening and at weekends. Whilst I acknowledge that this is a snapshot in time, based on my observations and the evidence before me I am satisfied that the availability of parking on street is not at a premium.
25. The displacement of a small number of resident's vehicles or visitors onto Parsonage Manorway or surrounding roads is unlikely to lead to parking stress or unduly affect highway safety. Furthermore, the proposed development would provide an adequate number of parking spaces in accordance with the Council's adopted guidance.
26. At my site visit, I observed a steady flow of vehicles travelling in both directions along Parsonage Manorway. There were no obvious signs of excessive speeds, congestion or vehicles having difficulties turning out of side roads onto Parsonage Manorway.
27. Drawing these matters together I am satisfied that the proposed development would not generate unacceptable levels of on street parking, traffic or lead to driver frustration or conflict including in respect of refuse or emergency vehicles on account of the existing road conditions locally.
28. In respect of the potential for disruption and conflict between cars and vehicles associated with the construction phase this would be short term. A condition requiring submission of a Demolition and Construction Management and Logistics Plan has been imposed to ensure that the safe operation of the surrounding roads is maintained during construction of the development.
29. The make up or the condition of local roads is not a matter for me in consideration of this appeal. Nor is there anything to suggest that the proposed development

would generate unacceptable levels of noise or put additional pressure on local services including educational and medical facilities.

30. The courts have taken the view that planning is concerned with land use in the public interest, so that the protection of purely private interests such as the impact of a development on the value of a neighbouring property could not be a material consideration. I have not therefore taken this into account when making my decision.
31. Whilst the second floor would include balconies and windows facing existing residential development there would be adequate separation between the proposed development and existing houses and would not result in overlooking, loss of privacy, outlook or light. Consequently, I am satisfied that the living conditions of existing neighbouring occupiers would not be unduly affected by the proposed development.
32. Representations have been received regarding the loss of the public house as a community facility. The appellant has submitted a viability assessment demonstrating that the public house is not viable. Moreover, it is not listed as an asset of community value. The Council are satisfied that the assessment is robust and the loss of the public house has been justified and there is no compelling evidence before me to come to a different conclusion.

Conditions

33. In the event of the appeal being allowed, the Council suggested that 30 conditions would be necessary to make the scheme acceptable. I have considered the suggested conditions in light of the National Planning Policy Framework and the Planning Practice Guidance. In the interests of precision and clarity I have undertaken some rationalisation and rewording of the conditions suggested.
34. In addition to the standard time limit condition, I have imposed a condition specifying the approved plans as this provides certainty.
35. In the interests of ensuring the development is built out to a satisfactory standard conditions in respect of external materials and finishes, hard and soft landscaping, refuse and recycling facilities, cycle storage, external lighting, tree protection, accessible and adaptable housing, servicing, fire safety and Secured by Design accreditation have been imposed.
36. Conditions in relation to the green roof, urban greening, solar panels, energy efficiency measures, sustainable drainage strategy and electric vehicle charging points have been imposed.
37. In the interests of highway safety conditions for visibility splays, vehicle parking areas to be laid out, parking allocation and travel plan packs have been imposed.
38. In the interests of ensuring adequate living conditions for existing and future occupiers conditions in respect of unexpected land contamination, noise limits in respect of fixed external plant and equipment and for the development to be carried out in accordance with the submitted Noise Impact Assessment Report are necessary.
39. The Council has suggested conditions for confirmation that all non-road mobile machinery is registered and meets certain emissions standards and for a piling

method statement. However, such details would be provided as part of the Demolition and Construction Management and Logistics Plan. As such, separate conditions are not necessary.

40. The Council has suggested a condition limiting water consumption to 110 litres per person per day. However, such matters would fall under different legislation i.e. Building Regulations and therefore I find that such a condition is not necessary.

Conclusion

41. For the reasons set out above the appeal succeeds.

B Thandi

INSPECTOR

Schedule of conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with drawing nos: Site Location Plan Drawing Number 3483/L/01; Proposed Site Plan Drawing Number 3483/P/51 Revision A; General Arrangement Plan Drawing Number 06-0118-301 Revision P03; Tree Protection Plan Drawing Number 3483/P/51; Proposed Ground Floor Plan Drawing Number 3483/P/52 Revision B; Proposed First Floor Plan Drawing Number 3483/P/53 Revision B; Proposed Second Floor Plan Drawing Number 3483/P/54 Revision B; Proposed Roof Plan Drawing Number 3483/P/55 Revision A; Proposed Elevations Drawing Number 3483/P/56 Revision A; Proposed Streetscape Elevations Drawing Number 3483/P/58 Revision A; Proposed Elevations of Boundary Treatments Drawing Number 3483/P/61 Revision A; Proposed Sections Drawing Number 3483/P/57 Revision A; Proposed Bay Study Sheet 1 Drawing Number 3483/P/101; Proposed Bay Study Sheet 2 Drawing Number 3483/P/102; Softworks Plan Tree Planting 1 Drawing Number 06-1118-701 Revision P02; Softworks Plan Tree Planting 2 Drawing Number 06-1118-702 Revision P02; Softworks Plan Shrub Planting 1 Drawing Number 06-0118-703 Revision P02; Softworks Plan Shrub Planting 2 Drawing Number 06-0118-704 Revision P02 and Proposed Planting Matrix and Schedule Drawing Number 06-0118-705 Revision P02.
- 3) No development shall take place until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the local planning authority. The approved Demolition and Construction Management and Logistics Plan shall be adhered to throughout the construction period for the development.
- 4) No development shall take place until details of the provision of Electric Vehicle Charging Points have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and made operational prior to first occupation and shall be retained and maintained thereafter for the lifetime of the development.
- 5) No development above ground level shall take place until a schedule specification and samples of all external facing materials and finishes have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 6) No development shall take place above ground until details of the design, specification, installation and maintenance of the biodiverse green roof have been submitted to and approved in writing by the local planning authority.

The green roof shall be carried out in accordance with the approved details before any part of the development is first occupied in accordance with an agreed implementation programme. The completed scheme shall be managed and/or maintained in accordance with an approved scheme of management and/or maintenance. The biodiverse green roof shall not be used as an amenity or sitting out space and shall only be used in the case of essential maintenance or repair or escape in case of emergency.

- 7) No development above ground level shall take place until details of the refuse and recycling facilities have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before first occupation and maintained thereafter for the lifetime of the development.
- 8) No development above ground level shall take place until details of the cycle storage facilities have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before first occupation and kept available for the storage of cycles for the lifetime of the development.
- 9) No development above ground shall take place until details of both hard and soft landscape works and an Urban Greening Factor Report have been submitted to and approved in writing by the local planning authority. The landscaping works shall be carried out in accordance with the approved details before any part of the development is first occupied in accordance with an agreed implementation programme. The completed scheme shall be managed and/or maintained in accordance with an approved scheme of management and/or maintenance.
- 10) The development hereby permitted shall not be occupied until specifications for the solar photovoltaic equipment, energy generation and maintenance arrangements have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details prior to first occupation and shall be retained thereafter for the lifetime of the development.
- 11) The development hereby permitted shall not be occupied until the surface water drainage, sustainable drainage system and discharge rate control works have been completed in accordance with the Drainage Strategy prepared by LANMOR Consulting (Ref: 221587/DS/AG/KBL/01 Revision A, dated January 2023).
- 12) The development hereby permitted shall not be occupied until written confirmation that the approved drainage measures have been fully implemented and a management and maintenance plan for the lifetime of the development has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with

the approved details. The sustainable drainage system shall be managed and maintained thereafter in accordance with the approved management and maintenance plan.

- 13) Before the development is first occupied Secured by Design accreditation/certification shall be submitted to the local planning authority. Within 3 months of first occupation of the development a satisfactory Secured by Design inspection must take place and the resulting Secured by Design certificate submitted to and approved in writing by the local planning authority.
- 14) The development hereby permitted shall not be occupied until a Sustainability Verification Report has been submitted to and approved in writing by the local planning authority setting out confirmation of installed low-carbon technologies as built, estimated carbon savings and evidence of compliance with the approved strategy. The development shall be carried out in accordance with manufacturer specifications for the lifetime of the development.
- 15) The development hereby permitted shall not be occupied until a vehicular visibility splay of 2.4m x 43m has been provided at the access to the communal car park. The splay shall be free of any obstruction between the heights of 0.6m and 2m above ground level and shall be retained as such thereafter for the lifetime of the development.
- 16) The development hereby permitted shall not be occupied until a pedestrian visibility splay of 2.4m x 2.4m has been provided to all parking areas. The splay shall be free of any obstruction between the heights of 0.6m and 2m above ground level and shall be retained as such thereafter for the lifetime of the development.
- 17) The development hereby permitted shall not be occupied until the vehicle parking areas have been laid out, surfaced and drained in accordance with details that shall first have been submitted to and approved in writing by the local planning authority. The areas shall thereafter be kept available at all times for the parking of vehicles.
- 18) The development hereby permitted shall not be occupied until a Parking Allocation Plan identifying how parking spaces are to be assigned to specific dwellings and/or user groups has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved plan.
- 19) The development hereby permitted shall not be occupied until a Travel Plan Pack has been submitted to and approved in writing by the local planning authority. The approved Travel Plan Pack shall be distributed to each new resident upon first occupation and made available to subsequent occupiers.

- 20) The development hereby permitted shall not be occupied until the Building Regulations requirements for accessible and adaptable dwellings have been complied with.
- 21) The development hereby permitted shall be carried out in accordance with the mitigation measures and recommendations set out in the Noise Impact Assessment Report prepared by KP Acoustics (Ref: 25777.NIA.01, dated 15 December 2022). The measures shall be implemented before the development is first occupied and maintained for the lifetime of the development.
- 22) The development shall be carried out in accordance with the submitted Sustainability and Energy Statement prepared by Blue Sky Unlimited (Ref: Great Harry, Parsonage Manorway, Belvedere DA17, dated 31 July 2023).
- 23) The development shall be carried out in accordance with the measures set out in the Fire Safety Statement prepared by CWB Fire Safety (Ref: GH001, dated 14 December 2022). The measures shall be implemented before the development is first occupied and maintained for the lifetime of the development.
- 24) The development hereby permitted shall be carried out in accordance with the Delivery and Servicing Management Plan prepared by LANMOR Consulting (Ref: 221587/DSMP/MS/RS/01 Revision A, dated January 2023).
- 25) The development shall be carried out in accordance with the Arboricultural Method Statement and Arboricultural Survey prepared by Arbtech (both dated 1 February 2023), including all tree protection measures and methodologies for construction within Root Protection Areas.
- 26) No external lighting is to be installed other than in accordance with a scheme which has first been submitted to and approved in writing by the local planning authority.
- 27) No fixed external plant or mechanical equipment is to be installed other than in accordance with a scheme which has first been submitted to and approved in writing by the local planning authority.
- 28) Any contamination that is found during the course of construction of the development hereby permitted that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended until a risk assessment has been carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found, the development shall not resume or continue until remediation and verification schemes have been carried out in accordance with details that shall first have been submitted to and approved in writing by the local planning authority.

END OF SCHEDULE