

Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS

Application No : 12/01046/FULL1

Ward:
**Mottingham And Chislehurst
North**

Address : 83 Broadheath Drive Chislehurst BR7
6EU

OS Grid Ref: E: 542798 N: 171263

Applicant : Mr David Coates And Sian Cornock

Objections : YES

Description of Development:

Demolition of attached garage and erection of three storey 3 bedroom terraced dwelling with integral garage.

Key designations:

Green Chain Walk

Proposal

Permission is sought for an end-of-terrace dwelling which would be situated along the southern side of the terrace numbering 73 – 83. The proposal would incorporate a footprint measuring 5.5m (w) x 10.9m (d) and this would include a single storey rear projection extending 1.8m beyond the rear of the existing house at No 83. A side space separation of approximately 1.7m would be maintained in respect of the southern boundary. Externally, the proposed house would be designed to match the existing terrace.

Two parking spaces would be provided for both the existing and proposed dwellings. Although part of the existing landscaped front garden area would be lost to accommodate this parking, the majority of this area – which surrounds existing protected lime trees – would be retained.

The application is supported by a Planning, Design & Access Statement which includes a swept path analysis, and an Arboricultural Report.

Location

The site is situated along the southern tip of Broadheath Drive – a substantial cul-de-sac made up of two storey dwellings and three-storey townhouses, built around the mid-1970s, which together with the neighbouring Fenton Close form a distinct estate located off Elmstead Lane.

The site currently forms part of the residential curtilage of No 83 and is occupied by a flat-roofed garage attached to the main dwelling. The existing dwelling forms part of a line of 6 three-storey townhouses. The southern site boundary adjoins the Green Chain Walk. A detached two storey dwelling is located along the opposite side of the street (No 42), which is characterised by a cat-slide roof along its southern flank.

Comments from Local Residents

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

- proposal would lead to parking congestion given the potential demand for cars and the conversion of neighbouring garages to habitable rooms
- insufficient space for satisfactory access to proposed house
- difficulties already exist for existing residents to have vehicular access to and from their properties. Drawings do not give accurate portrayal of parking and road layout arrangements
- two applications for similar development have previously been refused and little change in local character since last appeal was dismissed
- concerns relating to sewerage, water, additional vehicles vying for parking spaces, loss of current green area, i.e. outlook, on the neighbouring properties
- proposed would lead to disturbance to neighbouring residents and pose a safety hazard
- since the Broadheath Drive/Fenton Close development was built permission has never been given to build an extra dwelling. The character of the development has therefore been maintained
- if this development is approved, the green area in front of No 83 will disappear, apart from the tree which is protected, adverse visual impact
- should this application be approved the proposed development will also have no rear access for any building/maintenance works
- harm to neighbouring visual amenity
- symmetry of existing terrace would be undermined

Any further comments will be reported verbally at the meeting.

Comments from Consultees

No technical objections have been raised by Thames Water.

No technical objections have been raised by the Council's Drainage Advisor, subject to a surface water drainage condition.

From a Highways perspective the proposed parking layout is considered to be very cramped with inadequate manoeuvring space for the existing and proposed dwellings. This in turn means that parking may well take place in the turning head, which is not considered acceptable.

Comments have also been received from UK Power Networks advising that any footings for the retaining wall to the front garden area will need to fall outside of this cable easement requirement.

Planning Considerations

Unitary Development Plan Policies are BE1 (Design of New Development), H7 (Housing Density and Design), H9 (Side Space), NE7 (Development and Trees), and T18 (Road Safety). In addition, policies within the London Plan and National Planning Policy Framework apply.

Comments from the Tree Officer will be reported verbally at the meeting.

Planning History

Of relevance, two applications were submitted to the Council in 1994 for the erection of a new dwelling within the site.

Under ref. 94/00363, a proposed three/four storey end-of-terrace house, incorporating a rear dormer, was refused by the Council on the following grounds:

“The proposed terraced dwelling would result in a cramped overdevelopment of the site contrary to Policies H.2 and H.5(ii) of the Unitary Development Plan and create an overdominance of buildings and reduction in spatial standards.”

“The introduction of a rear dormer feature would introduce an incongruous and dominating design feature resulting in architectural imbalance to the terrace as a whole.”

Under ref. 94/02363, a proposed three storey end-of-terrace dwelling omitting the previously proposed rear dormer was refused on the following ground:

“The proposed terraced dwelling would result in a cramped overdevelopment of the site contrary to Policies H.2 and H.5(ii) of the Unitary Development Plan and create an overdominance of buildings and reduction in spatial standards and visual amenity at the cul-de-sac head.”

That second application was subsequently dismissed at appeal, the Planning Inspector concluding that:

“the erection of the proposed house would increase the sense of enclosure at the end of the cul-de-sac and screen some of the planting that is now visible beyond the existing house. I consider that the loss of the existing open area and its replacement with a house and further car parking and manoeuvring space would be seriously detrimental to the appearance and character of the end of Broadheath Drive and I believe it would be wrong to allow the erosion of the character of this recently built estate in this way.”

Conclusions

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

As Members will note, planning permission has previously been refused for an end-of-terrace dwelling at the site, and subsequently dismissed at appeal. Site visits reveal that little has changed in the interim and that the southern end of Broadheath Drive retains much of the character described in the appeal submissions. If anything much of the foliage has matured. As considered by the Planning Inspector “the existing open area and its replacement with a house and further car parking and manoeuvring space would be seriously detrimental to the appearance and character of the end of Broadheath Drive.” It is therefore considered that the proposed terraced dwelling would result in a cramped overdevelopment of the site and create an overdominance of buildings and reduction in spatial standards and visual amenity at the cul-de-sac head.

Further concerns have been raised in respect of the cramped nature of the proposed parking layout, which would result in inadequate manoeuvring space for the existing and proposed dwellings. Parking may well take place in the turning head. This would not be in the interest of good highway planning and would prejudice highway safety. Given that the parking area could only be enlarged as a result of a further encroachment into the garden fronting the existing and proposed dwellings – which is considered to be a key attribute within the surrounding streetscene – this issue could not be resolved by condition / revised layout.

Background papers referred to during production of this report comprise all correspondence on files refs. 94/00363, 94/02363 and 12/01046, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

- 1 The proposed terraced dwelling would result in a cramped overdevelopment of the site and create an overdominance of buildings and reduction in spatial standards and visual amenity at the cul-de-sac head, contrary to Policies H7, H9 and BE1 of the Unitary Development Plan, and Paragraph 53 of the National Planning Policy Framework 2012.
- 2 The proposal lacks adequate manoeuvring space in respect of the existing and proposed dwellings, which would be likely to lead to excessive manoeuvring and/or parking taking place in the turning head; as such, the proposal would not be in the interest of good highway planning, and contrary to Policy T18 of the Unitary Development Plan.

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Ravensbourne College of Design and Co **1:1,290**