

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

Application No : 13/00792/FULL1

Ward:
Cray Valley West

Address : 75 Clarendon Green Orpington BR5 2NZ

OS Grid Ref: E: 546163 N: 168492

Applicant : Dr Anwar Ansari

Objections : NO

Description of Development:

Detached two storey 3 bedroom dwelling with car port on land adjacent to 75 Clarendon Green and to the rear of 45-51 Ravensbury Road.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding

Proposal

It is proposed to construct a detached two storey 3 bedroom dwelling with car port which would be accessed from the parking area, and would back onto the rear gardens of Nos.45-51 Ravensbury Road. The dwelling would be 13m wide, 5m deep, and would have a single storey rear addition across part of the rear elevation which would extend up to the rear boundary. Side and rear amenity space would be provided, although the car port would be open to the rear which would enable a vehicle to park in the rear garden.

The proposals originally included an integral garage, however this was changed to a car port on the advice of the Council's Highway Engineer (revised plans received 28.06.2013).

Location

This site measures 0.02ha and is located to the rear of a parking area containing lock-up garages which lies between Nos.75 and 77 Clarendon Green. The site previously comprised part of the rear garden of The Wanderer Public House which was redeveloped for housing in 2007/2008. The site now backs onto a row of terraced dwellings (Nos.45-51 Ravensbury Road), and is bounded to the west by a public footpath, and to the east by the rear garden of No.75 Clarendon Green. The land level rises towards the rear.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations were received.

Comments from Consultees

No objections are raised in principle by the Council's highway engineer, and it is considered that the car port gives a better arrangement than the integral garage originally proposed. The two car parking spaces provided would be tight, but there would be an incentive to use them. He does, however, point out that the construction phase could be difficult due to the narrow access to the site, and could be complicated by any access arrangements agreed by the owner of the garage compound. However, this would not warrant a refusal of planning permission.

No objections are raised from a drainage or environmental health point of view, and Thames Water raise no concerns.

With regard to waste issues, refuse and recycling would need to be left at the junction with Clarendon Green as vehicles cannot enter the site and turn around.

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 and Design
H9 Side Space
T3 Parking

Conclusions

The main issues in this case are the impact of the proposals on the character of the area, the amenities nearby residential properties, and parking in the close vicinity.

The erection of a detached dwelling on this plot may be considered acceptable in principle as there is a variety of housing types and plot sizes within the close vicinity. The position and shape of the plot would result in an unusual form of development, particularly as it would be accessed via a garage compound, and the form and layout of the dwelling would not fit in with the general layout and streetscape of the surrounding area. However, it is considered that the proposals would result in the beneficial re-use of a derelict piece of land which would outweigh concerns about the form of development in this instance.

The proposed dwelling would maintain separations of 1.1-2.4m to the western flank boundary with the footpath, and between 4.8-5.6m to the eastern flank boundary with No.75 Clarendon Green, and would not therefore appear overly cramped

within the street scene, particularly as it would be set back from the general building line in the road.

With regard to the impact on residential amenity, the proposed dwelling would be set at a lower level than the three storey dwellings in Ravensbury Road, and although rear-facing first floor bedroom windows are proposed, they would be set at least 23m away from the rear elevations of properties in Ravensbury Road, which may be considered acceptable in this instance. Some loss of outlook may occur to these properties, but due to the lower level of the application site, may not be too onerous to warrant a refusal.

The adjacent properties at Nos.75 and 77 would be set significantly further forward than the new dwelling, and their outlook and levels of privacy are not considered to be unduly affected.

With regard to parking, the provision of a car port with a further space to the rear is considered acceptable to meet the Council's standards. The use of the rear space may affect the amount of private amenity space available for the new dwelling, but the remaining space is considered acceptable for a property of this size.

Having had regard to the above it was considered that the proposals are acceptable in that they would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/00792, excluding exempt information.

as amended by documents received on 04.09.2013 28.06.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07
- 3 ACC01 Satisfactory materials (ext'nl surfaces)
ACC01R Reason C01
- 4 ACD02 Surface water drainage - no det. submitt
ADD02R Reason D02
- 5 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 6 ACH29 Construction Management Plan
ACH29R Reason H29
- 7 ACI02 Rest of "pd" Rights - Class A, B,C and E
ACI03R Reason I03
- 8 ACI12 Obscure glazing (1 insert) at first floor level in the eastern
flank elevation
ACI12R I12 reason (1 insert) BE1

9	ACI17 ACI17R	No additional windows (2 inserts) I17 reason (1 insert) BE1	first floor flank dwelling
10	ACK01 ACK05R	Compliance with submitted plan K05 reason	
11	ACK05 ACK05R	Slab levels - no details submitted K05 reason	

INFORMATIVE(S)

- 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

- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

Application:13/00792/FULL1

Address: 75 Clarendon Green Orpington BR5 2NZ

Proposal: Detached two storey 3 bedroom dwelling with car port on land adjacent to 75 Clarendon Green and to the rear of 45-51 Ravensbury Road.



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

© Crown copyright and database rights 2013. Ordnance Survey 100017661.