

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

Application No : 13/02190/FULL1

Ward:
Hayes And Coney Hall

Address : 16 Farleigh Avenue Hayes Bromley BR2
7PP

OS Grid Ref: E: 540081 N: 166957

Applicant : Miss Mandy Elalfi

Objections : YES

Description of Development:

Erection of a two bedroom end of terrace dwelling to Side of No.16 Farleigh Avenue, Hayes

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding

Proposal

The proposal is for the erection of a 2 bedroom end of terrace dwelling to the western side of 16 Farleigh Avenue. The existing garage will be demolished to allow for the development.

The front elevation of the new dwelling will be in line with the front elevation of the existing pair of semi-detached dwellings. The rear elevation of the new dwelling will project 2.7m to the rear of No.16 at ground floor level, but is stepped in to approx. 1.3m at first floor level.

A 1m side space is provided between the development and the flank boundary with No.18 Farleigh Avenue. Two windows are proposed on the flank elevation which will be obscure glazed.

Revised plans have been submitted of the car parking layout for the development. The proposal includes the reconfiguration of the front garden of No.16 to provide a car parking space (to serve No.16) and a single car parking space to the front of the new dwelling.

Location

The property is located on the north side of Farleigh Avenue, opposite the junction with Chilham Way. The site is adjacent to the site of the former Beacon Public House which was redeveloped for housing in 2010.

Comments from Local Residents

Nearby owners/occupiers were notified of the application.

One local objection was received, on the grounds that the development represents an overdevelopment of the site. The objector raises concerns about the intensification of the use of this plot, which was originally intended for one dwelling, and the cumulative impact of the development with other nearby developments, including the site of the Beacon Public House which has been developed for housing, and that of Hayes Place, located opposite the site on which new house and flats are proposed. The objector also raises concerns about the appearance of the proposed dwelling, and suggests that if the application is granted it could set a precedent for other similar proposals in the future.

Comments from Consultees

Whilst Highways objected to the original application proposals on the grounds that an additional car parking space was required, and that those shown on the original drawing did not provide adequate manoeuvring space, the applicant has since revised the car parking layout. The front garden of No.16 has been reconfigured to provide a single car parking space (to serve No.16) and a single car parking space will also be provided in front of the new dwelling. Highways has been re-consulted on the revised plan, and advised that; whilst this represents an improvement, three car parking spaces are required, 2 for the donor property and one for the new property.

Thames Water has raised no objections.

Environmental Agency has raised no objections.

Environmental Health has raised no objections but recommended the inclusion of a standard informative.

Drainage raised no objections subject to the inclusion of standard conditions in respect of surface water drainage and SUDS

Planning Considerations

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Sidespace
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance (SPG) 1 General Design Principles

Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

At strategic level, the most relevant London Plan policies are:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments

The National Planning Policy Framework is also a key consideration in the determination of this application.

Planning History

Planning permission (Ref: 12/02906) for a three bedroom detached bungalow in the rear garden of No.16 was refused in December 2012 on the grounds that the proposed development represented an overdevelopment of the site and would be out of character with the street scene. Additional grounds of refusal concerned inappropriate car parking provision, and insufficient information to demonstrate the welfare of the existing trees. A revised application (Ref: 13/01886) for the bungalow was also recently refused by the Council under delegated powers.

The trees that were located along the rear boundary of the property have been felled.

A two storey side extension was granted planning permission (Ref: 89/01402) in June 1989. The extension was never constructed and the application has now expired.

Planning permission for a detached double garage was granted in 1990 (Ref: 90/00718).

Conclusions

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

The National Planning Policy Framework (NPPF) promotes the efficient and sustainable use of land for housing.

Policy H7 of the UDP outlines the criteria that applications for new housing must meet. It requires the site layout, buildings and level of amenity space to be in keeping with the surrounding area. The explanatory text to Policy H7 (para 4.36 of the UDP) states "many residential areas are characterised by spacious rear gardens and well separated buildings. The Council will therefore resist proposals that would undermine local character or that would be likely to result in detriment to existing residential amenities.

Bromley's Supplementary Planning Guidance No. 2 (Residential Design Guidance) states "local context is of particular importance when adding new buildings to

established areas. Building lines, spaces between buildings, means of enclosure and the use and location of garden or amenity space should all respect the character of the locality".

Whilst the proposed dwelling will project beyond No.16 Farleigh Avenue by 2.7m, this is reduced to approx. 1.3m at first floor level and the impact of this on the visual and residential amenities of No.16 is considered to be within acceptable levels. As the applicant owns the property, an objection from No.16 would not be expected, however, the only local objection to this proposal is from the occupier of a property in Chilham Way, opposite the site. A 1m side space has been maintained for the full length of the flank elevation of the property and it is considered that adequate amenity space is maintained around the proposed dwelling.

Whilst Highways objected to the original application proposals on the grounds that an additional car parking space was required, and that those shown on the original drawing did not provide adequate manoeuvring space, the applicant has revised the car parking layout. The front garden of No.16 has been reconfigured to provide a single car parking space (to serve No.16) and a single car parking space will also be provided in front of the new dwelling. This level of provision is broadly similar to that of other recent developments in the vicinity of the site. Additional unrestricted car parking available on the public highway. It is considered that, on balance, the level of provision is acceptable.

On balance, whilst the proposed dwelling will represent a change from the established pattern of semi-detached dwellings in this location the proposal is not considered to be detrimental to the streetscene or the visual amenities of the area. Whilst the proposal will have some impact on the visual amenities of No.16 Farleigh avenue this is considered to be within acceptable levels. The proposal is not considered to be detrimental to the residential or visual amenities of other properties in the area. The proposal is therefore considered to comply with relevant UDP policies as identified above.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/2190, excluding exempt information.

as amended by documents received on 18.09.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC04
ACC04R | Matching materials
Reason C04 |
| 3 | ACD06
ADD06R | Sustainable drainage system (SuDS)
Reason D06 |
| 4 | ACD04
ADD04R | Foul water drainage - no details submit
Reason D04 |

- | | | | |
|---|--------|---------------------------------|---------------|
| 5 | ACI12 | Obscure glazing (1 insert) | western flank |
| | ACI12R | I12 reason (1 insert) | BE1 |
| 6 | ACK01 | Compliance with submitted plan | |
| | ACK05R | K05 reason | |
| 7 | ACI09 | Side space (1 metre) (1 insert) | western flank |
| | ACI09R | Reason I09 | |

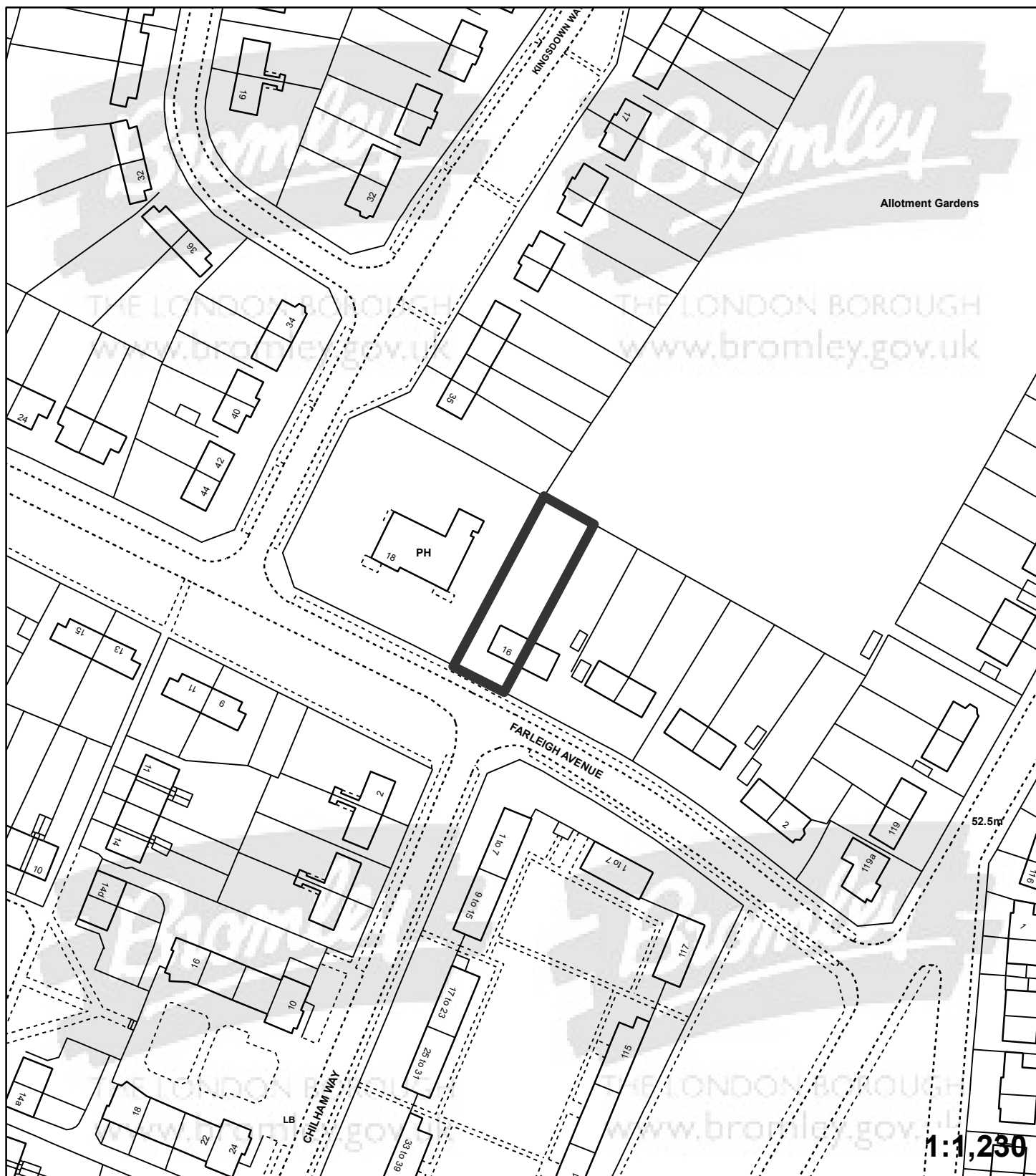
INFORMATIVE(S)

- 1 Before the use commences, the applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.
- 2 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

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

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