

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

Application No : 13/03492/FULL6

Ward:
Petts Wood And Knoll

Address : 2 Towncourt Crescent Petts Wood
Orpington BR5 1PQ

OS Grid Ref: E: 544440 N: 167793

Applicant : Mr Chris Jones

Objections : YES

Description of Development:

Outbuilding and car port to rear
PART RETROSPECTIVE

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
Local Cycle Network
London City Airport Safeguarding

Proposal

The proposed development will be situated toward the eastern end of the rear garden of 2 Towncourt Crescent. Access is proposed via a service road situated to the rear of Petts Wood Road (to the rear of Nos. 166 - 198 Petts Wood Road). The proposal comprises of a garden room/study measuring 6m x 5m externally and incorporating a flat roof 3m in height; and an attached car port occupying an area of 8m x 5m and rising to a height of 3.5m (as scaled from the submitted plan). The car port will be used for a motor home.

As the time that the site was inspected work had commenced on the rear garden room.

Location

The site is located within the curtilage of a residential dwelling which forms part of the Petts Wood Area of Special Residential Character. The site adjoins the Petts Wood Station Square Conservation Area which is located to the south.

Comments from Local Residents

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

- proposal seeks use of a private access road (situated to the rear of Petts Wood Road)
- none of the neighbouring residents have granted the applicant permission to use the access drive
- building work at the application site have affected adjoining access drive
- entrance to site is situated opposite a neighbouring garage and it is unclear how motorhome will be able to enter the application site without encroaching on neighbouring properties

Any further comments will be reported verbally at the meeting.

Comments from Consultees

Technical Highways comments: The property has other parking on the frontage. No objection to the proposal. The access would be from a private service road and the applicant should satisfy themselves that they have the necessary rights of way but this is not a planning matter.

Planning Considerations

Policies BE1, BE13, H8, and H10 of the Unitary Development Plan apply to the development and should be given due consideration. These policies seek to ensure a satisfactory standard of design; to ensure that new development adjacent to conservation areas are sympathetic to their setting and do not detract from views into or out of the area; to safeguard the amenities of neighbouring properties; and protect the characteristics of Areas of Special Residential Character.

Planning History

The application property has been substantially enlarged and altered with its recent planning history outlined below.

Reference	Description	Status
02/03068/FULL1	Conversion into 2 separate dwellings (2 and 4 Towncourt Crescent)	Permitted
02/03135/FULL1	Single storey rear extension for conservatory (RETROSPECTIVE APPLICATION)	Permitted
02/03693/FULL1	Side boundary fence (RETROSPECTIVE APPLICATION)	Permitted
03/03288/FULL6	First floor side and rear extension	Permitted
05/00149/FULL6	First floor rear extension (revision to extension granted under ref. 03/03288)	Permitted

More recently, under ref. 11/02260, planning permission was granted for a detached garage to the north east corner of the rear garden area with a footprint measuring 4.6m x 12.2m. Its height was 4.39m and it incorporated a shallow pitched roof.

Conclusions

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

Policy H10 of the Unitary Development Plan concerning ASRCs states that new development will be required to respect and complement the established and individual qualities of the individual areas, which are set out in Appendix 1 of the UDP. Within Appendix (i) it is stated that development likely to erode the individual quality and character of the ASRCs will be resisted; and (iv) states that the general height of existing buildings in the area shall not be exceeded.

The proposed development will be located within a large plot set away from adjacent dwellings which will help to reduce its impact. Notwithstanding this, Members will wish to pay particular regard to the visual impact of the building within the wider ASRC, in particular from surrounding residential properties. With regard to its impact on the adjoining Conservation Area, the proposed building will be visible from the rear of buildings fronting Petts Wood Road, although given the characteristics of the immediate area and the location of the proposed building - off a rear access road serving those buildings - it is not considered that the impact on this CA will be detrimental from a visual perspective.

Whilst objections have been raised in relation to the use of the private access drive to the rear of Petts Wood Road this is a private matter between the applicant and owners of that road, and use of the road is outside the Council's control; this is not a planning matter. However, the applicant should satisfy themselves that they have the necessary rights of way.

Taking the above into account, on balance, planning permission is recommended.

Background papers referred to during production of this report comprise all correspondence on files refs. 02/03068, 02/03135, 02/03693, 03/03288, 03/03288, 05/00149, 11/02260 and 13/03492, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC07 Materials as set out in application
 ACC07R Reason C07
- 3 The car port hereby permitted shall be used solely for the accommodation of private motor vehicles and for purposes incidental to the dwelling, and shall

not be converted to living accommodation without the prior approval in writing of the Local Planning Authority.

Reason: In order to comply with Policies BE1 and H8 of the Unitary Development Plan, to ensure that the building is not used separately and un-associated with the main dwelling and so as to prevent an unsatisfactory sub-division of the site into two dwellings.

INFORMATIVE(S)

- 1 The applicant should satisfy themselves that they have the necessary rights of way over the adjoining access drive.

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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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