

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

Application No : 13/00267/FULL6

Ward:
West Wickham

Address : 7 Barnfield Wood Close Beckenham
BR3 6SY

OS Grid Ref: E: 538793 N: 167280

Applicant : Mr Danny McCool

Objections : YES

Description of Development:

Detached single storey garage to side

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
London City Airport Safeguarding
Local Distributor Roads
Metropolitan Open Land
Open Space Deficiency

Proposal

Planning permission is sought for the construction of a large single detached garage to the south of the replacement dwelling on the application site.

The garage will have a pitch roof gable design, externally finished with timber garage door, slate tiles and white render to match the host dwelling. The garage will be sited on the southern boundary with No.6, set 1m away from the host dwelling and positioned between 2 - 4m from the back edge of the highway. It will measure 5.2m wide, 5.85m in length, 2.25m to eaves and will have a maximum height of 4.8m to the ridge.

Initially, information was received from the agent for the application stating that there was a discrepancy between the Ordnance Survey submitted with the original application and the actual measured survey carried out by a GPS survey company. It was stated by the agent that the survey was carried out as part of the construction process for the recently constructed replacement dwellinghouse, following planning approval under ref. 11/03853, and the correct boundary line only became evident at this point. The agent stated that discussions had taken place with the residents of No.6 Barnfield Wood Close, and they had agreed to the

measured survey to be correct and that the proposed garage does not fall within land under the ownership of No. 6.

However more recently, it has become clear that the owner of No. 6 has not agreed to this, and has stated that they have not seen the GPS survey document. The resident of No. 6 has apparently sought a conversation with the agent with regard to the location of the property boundary, but it would appear that this has not yet taken place.

Location

The application site lies within a small close of 7 properties, predominantly two storey buildings of traditional design and provide for off street parking. The close does not lie within a conservation area or an Area of Special Residential Character.

The application site comprises a recently constructed replacement dwelling (under planning ref. 11/03853) which lies directly adjacent to the Langley Park Golf Club to the rear. The site has a number of tall mature trees although none are subject to Tree Preservation Orders. The close is narrow with a turning head at the end, opposite No.6 and there is no footway within the Close directly adjacent to the application site.

Comments from Local Residents

A number of letters of objection have been received from residents within Barnfield Wood Close which can be summarised below:

- overdevelopment - the replacement dwelling has 'maxed out' on the plot available having turned the original bungalow with 2668sq.ft of living space into a property of in excess of 4000sq.ft of living space,
- residents were advised that no further garage was to be constructed, but if it was it should have been included in the original design,
- the application and drawings for the garage are misleading about the actual size which is not a single but a double garage,
- there are also concerns whether the original application was actually adhered to - for instance, the front of the house is much closer to the road than the drawings show (estimated: less than 1m, and the curb stones are missing) and altogether the building appears taller in reality than the drawing make it look. - This raises two questions: a) how far is variance from the planning application permitted and where; and b) if the house was built not in accordance with the planning, we cannot rely on the garage plans showing the actual intentions,
- this large house is now very much closer to its opposite neighbours than any other houses in the area - only the width of one narrow pavement and a single lane road separate us. This should be taken into consideration before giving permission for the other side of the road to be converted into a solid block of buildings with no front garden other than a few concrete-lined squares,

- the new dwelling is visually harmful with its vast amount of rendered wall space and resembles the back of three terraced houses. Another building/garage with more render would destroy the outlook of the golf club to the rear and result in yet more rendered brickwork out of character in the close,
- the new garage provides for one car but the permitted plans show off-street parking for 2 cars, concerns that there will be insufficient car parking provision for the house forcing them to park on the road;
- no agreement has been reached regarding the location of the property boundary with Number 6, despite claims by the agent and applicant;
- photographs have been provided by local residents illustrating the on-road parking and issues relating to it;
- the replacement dwelling is much larger than originally thought; further development of this site in the manner proposed would take up almost the entire space between the new house and the boundary to the side;
- proposed garage would obstruct the one green and spacious "window" to that side of the house which breaks up the visual effect of the solid block of building and provides at least a little of the green and open framework which characterises the close elsewhere.

Comments from Consultees

There are a number of trees in proximity to the siting of the proposed garage and advice was sought in respect of technical tree matters. Comments received stated that whilst no significant trees at the site would be affected by the proposal, there are two trees beside the garage of the adjoining property which would be within 2-3 metres of the proposed garage. These two trees are a feature at the head of the cul-de-sac and concerns are raised that the garage would encroach into the root protection area of these trees. A narrower garage would enable a greater separation between the trees and the building.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan, The London Plan and National Planning Policy Guidance

BE1 Design of New Development
 H8 Residential Extensions
 T3 Parking
 T18 Road Safety
 NE7 Development and Trees

Supplementary Planning Guidance 1 and 2

National Planning Policy Framework 2012

The site lies within Flood Zone 2 and a flood risk assessment was submitted as part of the original application for a replacement dwelling under ref. DC/11/03853. However for this type of development there is no requirement to consult the

Environment Agency and at the time of writing this report, the flood risk self-assessment form had not been received from the applicants agent.

Planning History

Under planning ref. 11/03853, permission was granted for the demolition of the existing bungalow and erection of a replacement detached three bedroom single storey dwelling with accommodation within the roofspace and associated one bedroom annexe, landscaping, car parking, refuse and cycle store.

Conclusions

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

The application site lies within a predominantly residential area. A detached garage building exists at No. 6 and the proposed garage building will be sited close to it. Concerns relate however to the provision of additional built development on this site which has been recently redeveloped. The new dwelling, built on a similar footprint to the previous bungalow has resulted in development being brought closer to the front and rear boundary in certain places in comparison. The footprint of the previous bungalow (including garages and carport) was 248sq and the replacement dwelling approx. 279sq.m (taken from application drawings submitted under ref. 11/03853). It is also noted that the overall floor space of the new dwelling is a significant increase in comparison with the original single storey bungalow. It is evident that the replacement dwelling is visually dominant within the close which is particularly exacerbated by its white render finish, gabled design, limited detailing to elevations, height and siting in proximity to the road.

The proposed garage is considered to be a large structure situated to the south of the dwelling, on an area originally permitted for surface parking for 2 vehicles. The garage would infill this space, blocking views into the golf club from properties opposite in the close but would also close a significant gap of open space within the street scene. By infilling this gap, it would not only bring together built development within the close but by reason of its size and siting would increase the amount of built development within the application site leading to a cramped form of overdevelopment which would be detrimental to the spatial characteristics of the area and visual amenities of the street scene.

Turning to residential amenity, it is noted that the replacement dwelling compared to the original has resulted in a significant change in the street scene. Whilst neighbouring properties are sufficiently distanced away from the proposed garage to not result in a detrimental impact upon light and privacy for example, the dominance of the building and the cumulative form of built development on the site will impact upon the outlook currently enjoyed by the residents of the close.

With regard to highway matters, the grant of permission for the replacement dwelling included a total of 3 parking spaces; two spaces to the main house and one space to the annexe. The proposed garage will be sited on the permitted area

for two car parking spaces. The provision of a single garage will only allow for the parking of one car (as shown on the submitted drawings) and there is insufficient space between the garage door and back edge of the highway to allow for an additional vehicle to park off road. As such, the proposal would result in a shortfall of one space which would fail to accord with the Council's parking standards for a dwelling of this size in this area with a ptal rating of 1a i.e. low accessibility. The lack of adequate off-street parking would increase demand for parking on the road which, given the narrow width of the close and lack of footway outside of the application site, is likely to give rise to the obstruction of parked cars, detrimental to highway safety and residential amenity.

In the event of planning permission being granted, it is noted that this development would not be CIL liable (Community Infrastructure Levy).

Background papers referred to during production of this report comprise all correspondence on files refs. 11/03853 and 13/00267, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

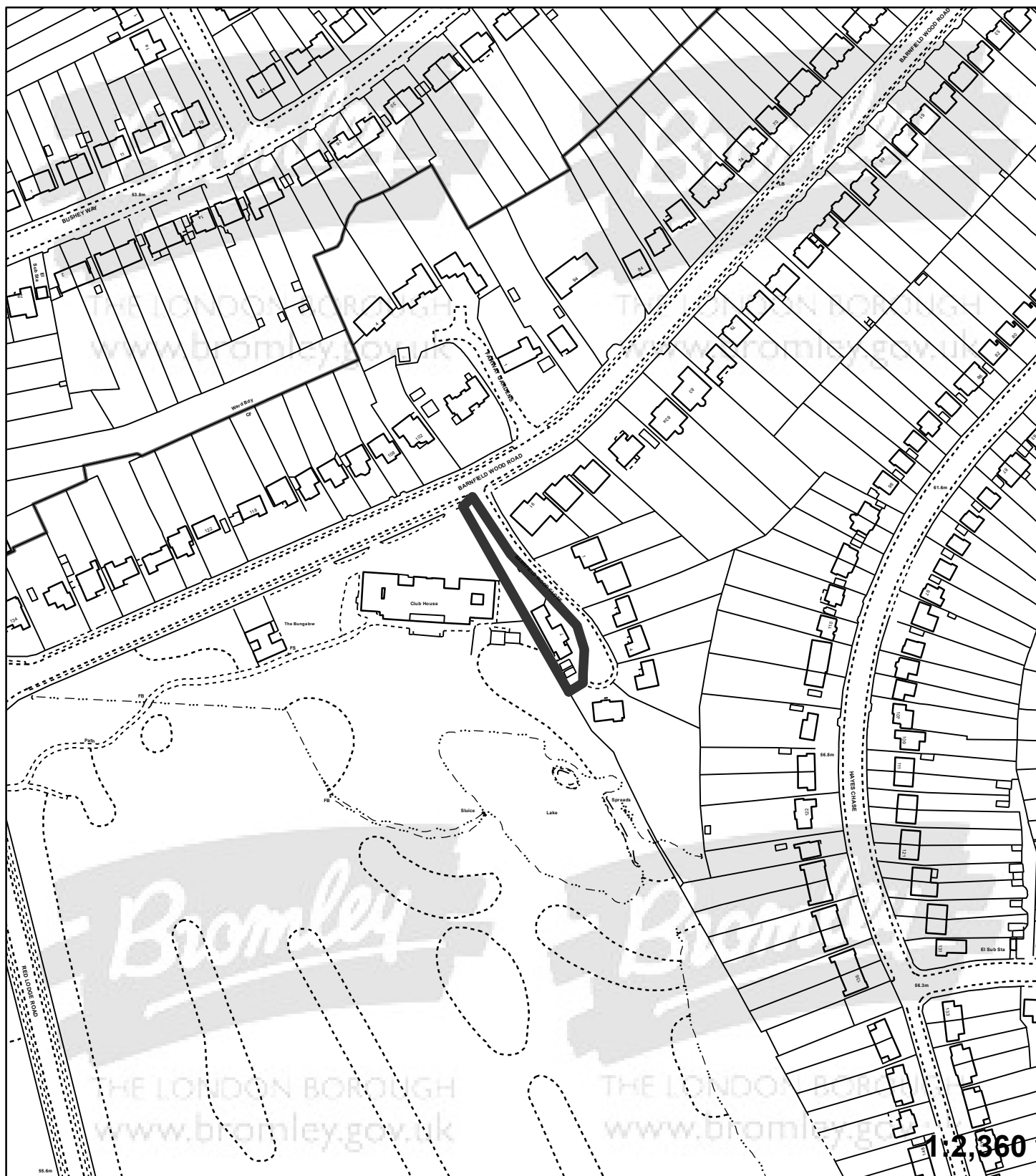
The reasons for refusal are:

- 1 The proposed garage by reason of its size, height and siting on this redeveloped plot of restricted dimensions would result in a cramped overdevelopment of the site which would lead to a retrograde lowering of the spatial standards and character of the area and detrimental to residential and the visual amenities of the street scene contrary to Policies H8 and BE1 of the Unitary Development Plan.
- 2 The proposal does not comply with the Council's standards for off-street car parking provision in that the proposed garage will result in the loss of a space for a dwelling of this size in this area of low accessibility, and insufficient room would be left between the front of the garage and the highway for the satisfactory parking of a car clear of the highway. As such, it is likely that there will be an increased demand for on-street parking which would thus constitute a potential obstruction impacting upon the free flow of traffic within this narrow close, inconvenient to other road users, pedestrians and local residents, contrary to Policies T3 and T18 of the Unitary Development Plan.
- 3 The development would be likely to impact upon the root protection area and therefore prejudice the retention and well-being of the two trees on the adjacent property which are considered to make an important contribution to the visual amenities of the cul de sac and their loss would be detrimental to the amenities of the area as a whole, contrary to Policies NE7 and BE1 of the Unitary Development Plan.

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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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