

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

**Application No :** 13/04149/FULL6

**Ward:**  
**Chislehurst**

**Address :** 21 Sandy Ridge Chislehurst BR7 5DP

**OS Grid Ref:** E: 543102 N: 170714

**Applicant :** Mr D Burman

**Objections :** YES

**Description of Development:**

Part one/two storey side and rear extension, part one/two storey side extension with front and rear dormer extensions, roof alterations incorporating front and rear dormer extensions

Key designations:

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

**Proposal**

This application was deferred from the 6th February meeting in order to seek the removal of or significant amendments to the proposed dormers within the main roof of the house. The applicant has declined to make revisions to the proposals, but has submitted further plans (including a roof plan) to clarify the small size of the dormers, and to show that the rear dormers would not be very visible within the street scene. Photographs of similar or larger dormers within the close vicinity have also been submitted in support of the proposals.

The earlier report is repeated below.

It is proposed to demolish the existing side garage and construct a part one/two storey side extension to the western side adjacent to No.23 (a bungalow), a two storey side extension to the eastern side adjacent to No.19, and a single storey rear extension which would project a maximum 3.6m to the rear. Roof extensions are also proposed which would comprise a hipped end extension to the eastern side, a small front dormer and two small rear dormers.

The site currently has vehicular access from Sandy Ridge along the western boundary leading to the existing garage, and the proposals include the creation of

an additional vehicular access adjacent to the south-eastern boundary to create an in-out drive.

## **Location**

This detached two storey dwelling is located on a triangular-shaped plot on the south-western side of Sandy Ridge where the road curves round to the west. The plot has an approximate 27m wide frontage to Sandy Ridge, and tapers towards the rear. The surrounding area contains a mixture of detached and semi-detached dwellings and bungalows set within good sized plots.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received, including from The Chislehurst Society, which can be summarised as follows:

- overdevelopment of the site
- the roof dormers would create unacceptable overlooking of neighbouring properties
- dormer windows are out of character with the surrounding area.

The application has been called in to committee by a Ward Councillor.

## **Comments from Consultees**

From a highways point of view, no objections are raised to the additional vehicular access as traffic flows and speeds along Sandy Ridge are likely to be low. The replacement garage would be able to accommodate at least one vehicle, and there would be sufficient additional parking on the frontage.

There are no significant trees on the site which would be affected by the proposals, and whilst the proposed in-out drive would result in the loss of an early mature street tree, no objections are raised to this so long as the tree would be replaced by two young trees at the applicant's expense.

## **Planning Considerations**

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

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space  
T3 Parking  
T18 Road Safety  
NE7 Development and Trees

## **Planning History**

Permission was refused in October 2013 (ref. 13/02470) for similar extensions to the property on the following grounds:

- 1 The proposed part one/two storey side extension does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two storey development, in the absence of which, the extension would constitute a cramped form of development, out of character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan.
- 2 The proposed extensions, by reason of their overall size and bulky gable end roof design, would appear overdominant in the street scene, and out of character with the surrounding area, thereby contrary to Policies H8 and BE1 of the Unitary Development Plan.

## **Conclusions**

The main issues in this case are whether the revised proposals have overcome the previous grounds for refusal which relate to the inadequate side space provided to the western flank boundary with No.23, and the overall size and bulky gable end roof design of the extensions which were considered to appear overdominant in the street scene and out of character with the surrounding area.

The main differences between the current and refused scheme are:

- the separation between the western part of the extension and the side boundary with No.23 has been increased from 0.85m to 1m
- the side gable roof extensions have been omitted, with the eastern two storey side extension now designed with a hipped roof
- the amount of roof accommodation has been reduced with a reduction from 3 to 2 dormers within the rear roof slope.

The part one/two storey side extension adjacent to No.23 would now maintain a 1m separation to the western flank boundary which would comply with the Council's side space policy, and would overcome the first reason for refusing the previous scheme.

With regard to the second ground for refusal, the bulky design of the roof extensions has been significantly reduced by the removal of the gable end extensions, and the reduction in the number of rear dormers, and would not now appear overdominant within the street scene nor out of character with the surrounding area. The part one/two storey side extension would be of a subservient design to the main house, and would address the lower level bungalow situated to the west of the property. Although front dormers are not particularly characteristic of the area, the proposed front dormer in the main roof of the house is relatively small and would be positioned centrally within the main roof, and is not, therefore, considered to detract from the appearance of the dwelling.

As with the previous application, the proposed single storey rear extension would project a maximum 3.6m to the rear, but would not project further to the rear than the existing single storey rear extension at No.19. Although the existing property and proposed extensions are angled slightly towards this house, the additional first floor and reduced number of rear dormer windows are not considered to result in undue overlooking of the neighbouring properties and their rear gardens as to warrant a refusal on these grounds.

The side extension adjacent to the bungalow at No.23 would now be set back 1m from the boundary, and would have a lower roofline than the main house in order to reduce the impact on the bungalow. It is not, therefore, considered that any significant loss of light or outlook from this property would result.

The revised proposals have satisfactorily addressed the previous reasons for refusal, and are not now considered to result in a cramped form of development nor would impact detrimentally on the character of the surrounding area.

Background papers referred to during production of this report comprise all correspondence on files refs. 13/02470 and 13/04149, 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 | ACH03  | Satisfactory parking - full application  |  |
|   | ACH03R | Reason H03                               |  |
| 4 | ACH32  | Highway Drainage                         |  |
|   | ADH32R | Reason H32                               |  |
| 5 | ACI09  | Side space (1 metre) (1 insert)          | western                                    |
|   | ACI09R | Reason I09                               |  |
| 6 | ACI12  | Obscure glazing (1 insert)               | in the western roof slope of the main roof |
|   | ACI12R | I12 reason (1 insert)                    | BE1  |
| 7 | ACI17  | No additional windows (2 inserts)        | first and second floor flank extensions    |
|   | ACI17R | I17 reason (1 insert)                    | BE1  |
| 8 | ACK01  | Compliance with submitted plan           |  |
|   | ACK05R | K05 reason                               |  |

## **INFORMATIVE(S)**

- 1 Before work commences on the extension hereby permitted you should satisfy yourself that the required 1 metre side space to the boundary can be achieved. Failure to comply with the Council's requirements set out in the conditions above may result in enforcement action being authorised.

- 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.
  
- 3 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](http://www.bromley.gov.uk/CIL)

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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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