

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

Application No : 14/01199/FULL6

Ward:
Bickley

Address : Conifers Westbury Road Bromley BR1
2QB

OS Grid Ref: E: 541758 N: 169693

Applicant : Mr & Mrs Sanjay Sharma

Objections : YES

Description of Development:

Single storey front/side extension, part one/two storey rear extension with privacy screen, single storey front extension to provide garage, elevational alterations and front fence and gates to a maximum height of 1.95m

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency

Proposal

- Demolition of existing side garage on northern side and replacement single storey attached garage
- Single storey front garage projecting 4.8m (approx.) forward of the existing building line
- One/two storey rear extension with 6.56m rear projection at ground floor and 5.37m rear projection at first floor with juliet balcony and 2.1m high privacy screen adjacent to northern flank boundary
- Replacement timber fencing at front max height 1.9m, new piers (1.47m high) and gates.

Location

- The application site comprises of a two storey detached dwellinghouse
- The surrounding area is comprised of detached dwellings of varying architectural styles generally quite traditional in appearance
- Westbury Court, to the north of the application site, is divided into flats and is set on a higher ground level to that at the application site
- Westbury Road is an un-adopted road.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received from the Sundridge Residents Association which can be summarised as follows:

- garage would be able to accommodate two cars
- remains significantly forward of established building line relative to houses on either side
- proposed garage (on northern side) projects further forward and interferes to a greater degree with two bay windows of Westbury Court affecting aspect and amenity
- development would be up to boundary on both sides
- overdevelopment
- inappropriate design harmful to visual and spatial amenity of adjacent housing and the vicinity.

Comments from Consultees

The Council's Highways Development Engineers have raised no objections, in principle, however, they are concerned with delivery off the road during construction phases and request a construction management plan.

The Council's Drainage Advisor states that this site is highly compatible for infiltration and recommends a drainage condition.

Thames Water state that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. With regard to sewerage and water infrastructure capacity, they have any objection.

Planning Considerations

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

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- H8 Residential Extensions
- NE7 Development and Trees
- T5 Access for people with restricted mobility
- T6 Pedestrians
- T7 Cyclists
- T13 Unmade Roads/Un-Adopted Highways
- T15 Traffic Management
- T16 Traffic Management and sensitive Environments
- T18 Road Safety

SPG1 General Design Principles

SPG2 Residential Design Guidance

Planning History

Planning ref.14/00076 was recently refused for the following reasons:

1. The proposed garage by reason of its prominent siting in advance of the building line would be an incongruous and obtrusive feature in the street scene detrimental to the visual amenities of the area, contrary to Policies BE1 and H8 of the Unitary Development Plan.
2. The proposal, by reason of its height and location, would be detrimental to the amenities that the occupiers of Westbury Court might expect to be able to continue to enjoy by reason of visual impact and loss of prospect, contrary to Policy BE1 of the Unitary Development Plan.
3. The proposed front boundary pillars and fencing would, due to their excessive height and unacceptable appearance, be detrimental to the visual amenities of the street scene, contrary to Policies BE1 and BE7 of the Unitary Development Plan.
4. The provision of a sliding door in the rear elevation of the proposed first floor rear extension would give rise to undesirable overlooking resulting in a significant loss of amenity for residents in the adjoining dwellings, contrary to Policy BE1 of the Unitary Development Plan.

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.

The proposed extensions and alterations would radically alter the character and appearance of the host dwelling. However, the application building is considered to be of limited architectural merit and given the varied architectural styles evident in the road, the contemporary nature of the design, in principle, is considered acceptable. However, a condition requiring satisfactory materials is recommended.

Following on from the previously refused scheme, the applicant has reduced the forward projection of the proposed front garage from 7.2m to approx. 4.8m. Where forward extensions to detached houses not sharing a common building line are proposed, the Council will consider these on their merit, with particular regard to the relationship to neighbouring buildings and to the effect on the street scene. The houses to the south of the application site do follow a fairly uniform front building line. However, there are other examples of houses with forward-projecting garages in the road and, given the reduction in depth of the extension along with its low-lying roof profile, it is not considered that the impact on the street scene would be unduly harmful.

In terms of its impact on the amenities of the occupiers of the adjacent site, Birchfield, there is a garage situated on the boundary of the two properties giving ample separation between the main dwelling at Birches and the site of the

proposed garage. As such, no significant impact on the living conditions of the occupiers of Birches is expected.

To the north side of the building, the existing attached garage would be replaced with a single storey garage projecting the full length of the existing building (approximately 4.1m further forward than its existing position) wrapping around to a form a single storey front extension. Previously, a two storey element was proposed, which, it was considered would have been detrimental to the amenities that the occupiers of Westbury Court might expect to be able to continue to enjoy by reason of visual impact and loss of prospect. Given the difference in sight levels between the two properties, with Westbury Court on a higher level, it is not considered that any significant loss of amenity to the occupiers of Westbury Court would result from the single storey side/front extension now proposed.

Three high level first floor flank windows are proposed facing Westbury Court, serving bathrooms and a bedroom. The applicant has indicated that these would be obscure glazed and, as such, they are unlikely to cause significant overlooking into the adjacent building.

At the rear an existing conservatory would be replaced by a one/two storey extension with 6.56m rearward projection at ground floor and 5.37m rearward projection at first floor. The extension would be sited at least 2.2m away from the flank boundary with Westbury Court and although it would be visible from adjacent flank windows at Westbury Court, given the separation and the higher site levels at Westbury Court, the visual impact is not anticipated to be unduly harmful. A Juliet balcony is also proposed along with a 1.9m long x 2.1m high privacy screen adjacent to the northern boundary. Provided that no outside access onto the flat roof of the ground floor extension is created, the impact on the privacy and amenity of neighbouring properties is considered acceptable.

A first floor flank window is also proposed in the rear extension facing Birchfield, however, it is indicated as being obscure glazed and fixed shut so, on balance, is considered acceptable.

From a Highways perspective, there is sufficient space to park at least two cars in the driveway so, in principle, the application is considered acceptable. However, further information is required regarding how construction vehicles will be accommodated during construction phase and the impact this would have on road safety.

There is an existing brick plinth and low-lying wall at the front boundary of the site which would be retained. Replacement timber fencing and 3 additional plinths are proposed, along with vehicle and pedestrian gates. There are examples of other high front boundary treatments in the road and given that the tallest plinth already exists and the boundary would be largely of timber construction, the proposed boundary treatment is not expected to appear unduly prominent or out of scale and character with the locality. However, a condition is recommended requiring satisfactory materials.

No significant trees would be affected by this proposal.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it 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 the files refs. 14/00076 and 14/01199, set out in the Planning History section above, excluding exempt information.

as amended by documents received on 14.04.2014

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'n'l surfaces)
 ACC01R Reason C01
- 4 ACD02 Surface water drainage - no det. submitt
 AED02R Reason D02
- 5 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 6 ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
- 7 ACH26 Repair to damaged roads
 ACH26R Reason H26
- 8 ACH27 Arrangements for construction period
 ACH27R Reason H27
- 9 ACH32 Highway Drainage
 ADH32R Reason H32
- 10 ACI11 Obscure glaz'g/details of opening (1 in) in the first floor
 flank elevations
 ACI11R Reason I11 (1 insert) BE1
- 11 ACI14 No balcony (1 insert) the ground floor rear extension
 ACI14R I14 reason (1 insert) BE1
- 12 ACI17 No additional windows (2 inserts) flank development
 ACI17R I17 reason (1 insert) BE1
- 13 ACI24 Details of means of screening-balconies
 ACI24R Reason I24R
- 14 ACK01 Compliance with submitted plan

Reason: In order to comply with Policies BE1 and H8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual and residential amenities of the area.

INFORMATIVE(S)

- 1 You are advised that it is an offence under Section 153 of the Highways Act 1980 for doors and gates to open over the highway.

- 2 The Local Planning Authority must be immediately advised of any proposed variation from the approved documents and the prior approval of this Council must be obtained before any such works are carried out on the site. Failure to comply with this advice may render those responsible liable to enforcement proceedings which may involve alterations and/or demolition of any unauthorised building or structures and may also lead to prosecution. Please write to the Planning Division at the Civic Centre, telephone 020 8313 4956 or email planning@bromley.gov.uk

- 3 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

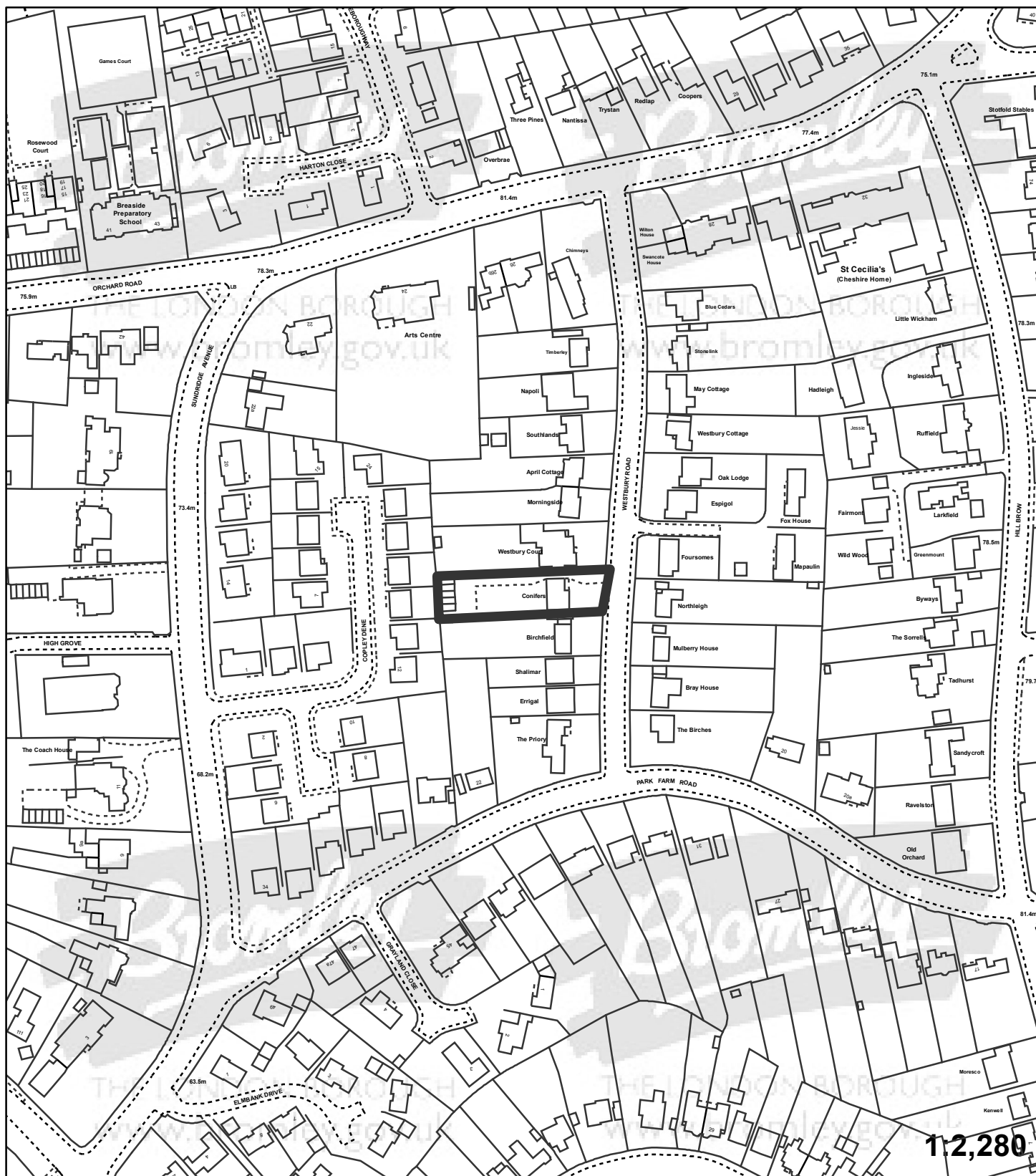
- 4 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

- 5 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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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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