

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/00239/FULL6

**Ward:**  
**Bromley Town**

**Address :** 162 Homesdale Road Bromley BR1 2RA

**OS Grid Ref:** E: 541459 N: 168636

**Applicant :** Mr And Mrs Evans

**Objections : YES**

### **Description of Development:**

Single storey side and rear extensions. Elevational alterations including raised decking and disabled access ramps.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 12  
Smoke Control SCA 5  
Smoke Control SCA 13

### **Proposal**

The application seeks consent for the construction of a single-storey side/rear extension that would wrap around the rear of the property. It would span the full depth of the host dwelling and would include a 4.1m rearward projection. The proposed side extension would have a width of 3.7m and would include a pitched roof.

A raised area of decking measuring 3m in depth would be built to the rear of the extension.

Disabled access ramps would be installed within the front garden, side access and to the rear of the terrace.

### **Location**

The application relates to a two-storey detached residential property, which is located on the south east side of Homesdale Road. The property is located on the junction with Homesdale Road and Waldo Road. The surrounding area is a mixture of residential and commercial properties. The property is not located within a conservation area.

### **Consultations**

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

- o Concerns with side access being blocked.

## **Planning Considerations**

Unitary Development Plan and the London Plan:

BE1 Design of New Development  
H8 Residential Extensions

SPG 1 General Design Principles  
SPG 2 Residential Design Guidance

## **Planning History**

13/01422/FULL6 - Front porch extension

Refused for the following reasons:

1. The proposed development, by virtue of its design and scale, would fail to appear subordinate to the host property and would appear as an incongruous addition to the host property, contrary to Policy BE1 of the Unitary Development Plan.

The above application was subsequently dismissed at appeal (Appeal ref: APP/G5180/D/13/2205138) on the 29/10/13.

## **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 application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

The proposed side/rear extension would be highly visible within the wider streetscene due to the position of the dwelling on the corner with Waldo Road. However, there is a significant strip of soft landscaping to the north of the property along the public highway which would lessen the prominence of the flank elevation within the locality. The proposed extension, decking and ramps are considered to have a fussy appearance; however it is clear the ramps are needed to provide access for a disabled family member.

The extension would incorporate a pitched roof design and its appearance from the front and side are generally in keeping with the proportions of the application property. The design of the rear elevation is slightly more unusual in that that it

would include a central porch arrangement. However it would also include a pitched roof and would have limited visibility from the public realm. The overall scale of the works are larger than generally considered acceptable, however the property is detached and sits within a generous plot, which provides a degree of scope for a larger arrangement. A significant area of amenity space to the rear would also be retained.

In this case, the development would provide additional habitable accommodation, which is needed to provide additional space for a disabled family member. This would constitute a significant improvement for the occupiers. Whilst the development would result in some harm to the property by way of the fussy appearance and larger scale, the detached nature of the property, size of the plot and weight given to the provision of additional habitable accommodation is considered to off-set this harm. Members may therefore consider that on balance the proposal is acceptable. It is however considered reasonable and necessary to condition the use of matching materials in order to ensure the quality of the built development in relation to the existing dwelling.

#### Neighbouring amenity

Policy BE1 seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The property is detached and located at the junction of Homesdale Road and Waldo Road. The primary impact would therefore be on No 160 Homesdale Road.

No 160 is located to the south of the application site at a slightly lower ground level and has not been extended at the rear. This property is of a smaller scale and is set back from the rear elevation of the host dwelling. The application property therefore currently projects approximately 2.6m beyond the rear elevation of No 160. Due to the design of the scheme the primary impact of the development would come from the rearward projection, side ramp and rear terrace. The proposed extension would have a depth of 4.1m but would set away from the common side boundary by 1.1m. The proposal has also been designed to incorporate a pitched roof, which would pitch away from the common side boundary.

The cumulative depth of extension with the existing projection would measure 6.7m beyond No 160. The proposal would result in some visual incursion; however the applicant could erect a 4m extension under permitted development. Further, it is noted that the application property and No 160 benefit from generous sized gardens, which would help retain a sense of openness. The orientation of No 160 in relation to the development would also result in no loss of light or overshadowing.

The proposal would also include a raised decking area to the rear, which would have a depth of 3m. There is currently an existing raised deck, however the proposal would see this extended further out into the middle of the garden. It has however, been set away from the common side boundary by 1m. The ramp

adjacent to this boundary and to the rear of the terrace would also match the height of this raised decking in order to facilitate access into the rear garden. It is noted there is already some overlooking due to the existing deck arrangement; however there are a large number of shrubs and hedges along the side boundary which provide a degree of screening. In this case the proposed development would have some impact on neighbouring amenity however a condition could be imposed to ensure the proposal provides boundary screening in order to mitigate any additional overlooking.

Given the above, Members may consider on balance the proposal would not have an adverse impact on neighbouring amenity.

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.

## **RECOMMENDATION: PERMISSION**

### **Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**REASON: Section 91, Town and Country Planning Act 1990.**

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

- 4 1. (i) A scheme of soft landscaping, with boundary screening (including details of trees or hedges, plant numbers, species, location and size of trees or hedges) and details of the management and maintenance if the landscaping for a period of five years shall**

**be submitted to and approved in writing by local planning authority prior to construction of the development.**

**(ii) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following completion of the development, in accordance with the approved scheme under part (i). Any trees or plants which within a period of five years from completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species.**

**Reason: In order that the local planning authority may be satisfied as to the details of the proposal and in the interest of neighbouring residential amenity in accordance with BE1 of the Unitary Development Plan (2006)**

- 5 The extension hereby permitted shall be used only by members of the household occupying the dwelling at No 162 Homesdale Road and shall not be severed to form a separate self-contained unit or garage for the storage of motor vehicles.**

**In order to comply with Policy BE1, H8, T3 and T18 of the Unitary Development Plan, to ensure that the accommodation is not used separately and un-associated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings and in the interest of highway safety.**