

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

Application No : 16/00529/FULL1

Ward:
Petts Wood And Knoll

Address : 11 Fairfield Road, Petts Wood,
Orpington BR5 1JR

OS Grid Ref: E: 544953 N: 167031

Applicant : Mr Shaw

Objections : YES

Description of Development:

Proposed demolition of existing dwelling and the construction of a 5 bedroom, three storey dwelling.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 4

Proposal

This site measures 525 sqm and currently hosts a two storey semi-detached property. The topography of the site slopes upwards gently from the highway before levelling out through the rear of the plot. 11 Fairfield Road hosts a catslide roof profile with a dormer window within the side elevation and single storey front projecting garage and porch. The property hosts white upvc fenestration and black upvc rainwater goods with off street parking capabilities for up to one vehicle within the front curtilage. Number 11 and number 9 are flanked either side by single storey bungalows however there are several two storey properties within the wider street scene including the properties directly opposite the site.

It is proposed to replace the existing three bedroom semi-detached property with a six bedroom detached dwelling of brick construction with white render to the elevations with tile hanging to the front gable. The habitable accommodation is to be set over three floors with two bedrooms and a shower room within the second floor. The property is proposed with a hipped roof profile with a rear facing gable and dormer window and hosts off street parking to the front for two vehicles.

Amended plans have been received removing one bedroom from within the roofspace and replacing this with a study.

Consultations

Nearby owners/occupiers were notified of the application, comments can be summarised as follows:

- Planning notice not displayed outside the house
- Increasing the height of the previously approved application is not in keeping with the surrounding properties
- Increase in house size will necessitate the need for more workmen on site thus increasing the number of building related vehicles parked in the vicinity compromising access to and from local driveways and reducing visibility
- The proposal to increase the bedroom numbers to 6 seems excessive
- Conditions should be added to control working hours

Highways - As per the previous application, there are no objections to the proposal from a highway point of view subject to conditions.

Drainage - No objections subject to conditions

Thames Water - No objections

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
H7 Housing Density and Design
H9 Side Space
T18 Road Safety
H1 Housing Supply
T3 Parking

SPG1
SPG2

London Plan Policies:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
5.1 Climate Change
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
6.9 Cycling
6.13 Parking
7.2 An inclusive environment
7.3 Designing out crime
7.4 Local character

7.6 Architecture

7.15 Noise

8.3 Community infrastructure levy

National Planning Policy Framework

History

15/04369/FULL1 - Proposed demolition of existing dwelling and construction of a detached, four bedroom dwelling - Approved

Conclusions

The main issues to be considered in respect of this application are:

- o Design
- o Standard of Residential Accommodation
- o Highways and Traffic Issues
- o Impact on Adjoining 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 main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area and the impact of the proposal upon the amenities of neighbouring residential properties.

The application proposes an amendment to that as previously submitted and approved under ref: 15/04369/FULL1. The amendments include:

- Increase in overall height by 0.5m
- Change in roof profile from hipped to gable end at the rear
- Introduction of habitable space within the roof space and inclusion of a dormer window and rear gable facing window

Principle of Development

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy 3.4 Optimising housing potential of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

Members should consider that the site is currently in residential use and is located adjacent to residential dwellings. In this location the Council will consider residential development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

There have been limited new properties within Fairfield Road however this does not preclude the replacement of properties within the locality. Members may consider that the proposed dwelling is not out of character with the surrounding street scene given the varied architectural types of surrounding properties (ranging from single storey to 1920's art-deco dwellings). The principle of a new house on this land is acceptable.

Design and Siting

Saved Policy BE1 states that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. This includes being imaginative and attractive to look at, complement the scale, form, layout and materials of adjacent buildings and areas; should not detract from existing streetscene and/or landscape.

In terms of the size and scale of the new dwelling, it is considered that the height of the proposed structure is 1m taller than the existing semi-detached dwelling and 1.3m taller than the neighbouring number 9 Fairfield Road. It is appreciated that the raising of the ridge of the dwelling by a further 0.5m would increase the visual prominence of the dwellinghouse, however by virtue of the differing heights, scale and design of properties within the locality, this is not considered sufficiently detrimental to the character of the wider area to refuse the application. The proposed new dwelling appears stand alone in form and of a substantially different design when compared to number 9 and number 11a, as such a degree of flexibility should be allowed when assessing the proposed form and design.

The massing of the new property is larger than the existing property, increasing from 106sqm to 226 sqm (increased from 187sqm within app ref: 15/04369/FUL1)), however the ground and first floor is to be retained as per previously permitted with the additional floorspace being provided within the loft space only. Given the size of the plot and the relationship with the neighbouring properties, the increase in GIA is considered acceptable. The separation distance between the flank elevation of number 11 and the common side boundary with number 11a and 9 is accepted and retains the 1 metre separation distance required within policy H9.

It is noted that the proposal is for a change from a semi-detached property to a detached property which would involve the making good on the exterior wall of the neighbouring property, number 9. There is not an overriding built form within the wider locality and a mix of semi-detached and detached properties are prevalent. Number 9 and number 11 bare no similarities in terms of design other than the attached garaging and it is not considered that the removal of this feature is harmful to the aesthetical value of number 9 nor is it considered to unbalance the dwellings or impact detrimentally upon the wider street scene.

The proposed dwelling will be located flush with the front elevation of number 9 and will project 2.8m in front of number 11a, 1.6m further than the existing layout. At the closest point with the common side boundary the distance reduces to 1.4m. Within Fairfield Road the properties do not benefit from a regimental building line and are located at varying distances from the edge of the highway. An example of this is the neighbouring property at 11a sited 2.6m in front of the property at number 13. Members may consider that the location of the proposed new dwelling forward of number 11a is considered acceptable in that it will not appear incongruous nor prominent within the context of the wider street scene given the changes in siting of the dwellings within the locality.

The proposed dwelling is sited 2m further than the rear elevation of number 9, 1m from the common side boundary, allowing for an overall increase in depth of 5m. Whilst there will be some visual incursion resulting from the proposed new dwelling by virtue of the low level boundary treatment at the rear of the properties, by virtue of the separation distances provided between the neighbouring habitable rooms and the flank elevation of the new dwelling, is it not considered there will be an unacceptable impact upon residential amenity. The design of the rear of the dwellinghouse has been amended from that as previously approved with the roof profile now incorporating a dormer window and a gable end with a window at

second floor level. The increase in height of the dwelling, coupled with the change in roof design will cause an increased sense of prominence when viewed from the rear, however given the orientation of the properties this will not cause a detrimental loss of light. The windows proposed to be located within the roof space will cause no more overlooking than the habitable room windows found with the first floor rear elevation, and are considered acceptable. It is noted that the dormer window and gable end to the rear clutters the roof profile to a greater extent than as previously approved, however this element is located to the rear of the development, away from the highway and as such flexibility can be shown in terms of design. The proposed dwelling will not overshadow any habitable rooms nor private residential amenity space. All first floor flank elevation windows serve non-habitable rooms and are proposed to be obscurely glazed to prevent actual or perceived overlooking which will also be conditioned if permission is to be forthcoming.

By virtue of the extent of the rear projection at number 11a, the proposed dwelling is not considered to impact upon residential amenity in this regard.

Standard of Residential Accommodation

Policy 3.3 of the London Plan (2011) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit. DCLG have released the 'Technical housing standards - nationally described space standards' document that has replaced the housing standards as found within the London Plan.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light.

In terms of amenity space the rear garden is of sufficient depth and proportion to provide a usable space for the purposes of a five bedroom dwellinghouse. Whilst the shape of the rear garden is narrow and tapers towards the rear, this is similar to the neighbouring property number 9. On balance, the provision of outside space is considered acceptable.

The Technical Housing Standards require a floorspace of 125 sqm for a five bedroom three storey dwelling and as such the proposed floorspace is sufficient.

No objections are raised in terms of highways by virtue of the retention of sufficient parking within the front amenity area, subject to condition.

as amended by documents received on 30.03.2016

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.**

Section 91, Town and Country Planning Act 1990.

- 2 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.**

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.

- 3 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any above ground works are commenced. A schedule for applying the approved render shall be submitted including the type of render and manufacturer and the procedure for application. The development shall be carried out in accordance with the approved details.**

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

- 4 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.**

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.

- 5 Details of a scheme of landscaping, which shall include the materials of paved areas, other hard surfaces and types and specifications of trees (including age and size), shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.**

In order to prevent overdevelopment of the site in future, to protect the amenities of future residents and nearby residents, and to comply with Policy BE1 of the Unitary Development Plan.

- 7 Before the development hereby permitted is first occupied the proposed window(s) in the first floor east and west side elevations shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.**

In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

- 8 During the demolition and construction works hereby approved no operations including deliveries to or from the site shall be carried out on the site other than between the hours of 07.30 to 17.00 Mondays to Fridays inclusive and to 13.00 on Saturdays and no operations shall be carried out at all on Sundays or on statutory Bank Holidays.**

To maintain the residential amenity of the surrounding residential development in accordance with policy BE1 of the Unitary Development Plan and the aims and objectives that the National Planning Policy Framework seeks to protect and promoted with regard to amenity.

- 9 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

- 10 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning**

Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

11 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.