

SECTION '2' – Applications meriting special consideration

Application No : 17/00024/FULL6

Ward:
Bickley

Address : 1 Bonar Place Chislehurst BR7 5RJ

OS Grid Ref: E: 542422 N: 170289

Applicant : Mr A Jacobs

Objections : YES

Description of Development:

Part 1/2 storey side extension, single storey rear extension. Replacement windows, re-cladding of roof. Demolition of existing garage and new hardstanding to front including new vehicular access.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

The proposal includes the provision of a part one/two storey side extension to increase the length of the previously constructed side extension and add a first floor of accommodation. The extension will have a pitched roof with a height of 7.2m to match the height of the house. The rear section will have a lower pitched roof with a height of 6.5m. The footprint of the side extension will be increased by adding a 2.1m long section to the front of the existing extension, resulting in a side extension that will retain a side space of 2.25m at the front corner of the site and 4.7m to the rear corner. The resulting two storey extension will have a width of 4.5m and a length of 10.8m.

The proposed rear extension will have a rear projection of 3.5m and a width of 4.0m. The roof will be flat with a height of 3.1m.

The proposal includes the demolition of the existing detached rear garage and the provision of a new vehicle access to the front of the house.

Elevational alterations include the replacement of windows, re-roofing and recladding of elevations along with the blocking up of an existing first floor flank elevation facing No. 2. A pitched roof will also be added to the existing front porch.

Location

The site is located on the corner of Bonar Place and Sundridge Avenue and comprises a detached two storey residential dwelling. The wider area is

characterised by predominantly similar residential dwellings set within spacious plots. The site is not located within a Conservation Area and the site has no designations pertinent to the consideration of the application.

Comments from Local Residents

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

- The loss of trees and increase in hardstanding would be detrimental to the character of the area. Any removed trees should be replaced at the site.
- Trees have been removed prior to the decision. A previous decision prevents the loss of trees by way of condition.
- Proposed materials will not match the building and wider area
- Excessive hardstanding at the site and incongruous hardstanding material
- Lack of windows to south east elevation will appear industrial

Consultations

Highways - The garage is being demolished although the 2 parking spaces in front if it will remain. A second crossover and parking area for 2 vehicles is proposed. There is a maximum width of 3m for a residential crossover so the layout will need to be agreed with Highways. The site is on the inside of a bend and so sightlines are affected. However, the site is within a cul-de-sac where traffic flows and speeds are likely to be low. The removal of vegetation from the frontage will also help the visibility.

Tree Officer - no objections raised.

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
NE7 Development and Trees
T3 Parking
T11 New Accesses
T18 Road Safety

Emerging Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft

Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 6 - Residential Extensions
Draft Policy 8 - Side Space
Draft Policy 32 - Road Safety
Draft Policy 37 - General Design of Development
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character

Planning History

Planning permission was granted under ref. 97/01984 for a single storey rear extension for conservatory.

Planning permission was granted under ref. 02/04278 for a single storey side extension. Condition 3 of this permission states:

'No trees at the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by or on behalf of the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.'

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.'

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 impact on highway safety and trees are also considerations.

Impact on Character of the Area

The proposed two storey addition will reflect the architecture of the main house and will be set back 1.35m from the building line, thereby providing a sense of subservience to the main house. The proposed extension will have an acceptable bulk and scale and will not overdevelop the house or detract from its original character.

It is noted that a similar two storey extension has been granted under ref. 14/01581 at No. 2. This extension has been constructed.

The proposed side extension will retain a 2.25m side space to the front corner of the site and whilst this is not a significant separation, the set back of the extension

from the building line means that the built form will be staggered as the road bends. It is considered that the development would not therefore appear overly prominent or intrusive in the street scene. The side space increases to 4.7m to the rear of the extension and this would further reduce any sense of prominence.

The proposed rear extension will be modest in bulk and scale and subservient to the main house. The proposed roof to the front porch will also appear in context with the host building and will not impact harmfully on the character of the house. Subject to matching materials, it is considered that the proposal would not impact harmfully on the character of the area.

The demolition of the garage will increase the area of useable garden and this would offset the loss of garden space as a result of the further extensions to the house.

Impact on Residential Amenity

The extensions to the building will be significantly separated from the flank boundary adjoining No. 2 Bonar Place, with all other neighbouring properties separated by the highway. No windows are proposed in the flank elevation of the two storey extension. As a result, the proposed extensions are not considered to result in a detrimental impact on the amenities of neighbouring dwellings.

Highway Safety and Impact on Trees

In terms of highway safety, the provision of the new access is not considered to result in safety implications or the significant loss of on-street parking.

It is noted that three trees have been felled at the site during the course of the planning application's consideration. Whilst the historical condition attached to ref. 02/04278 is noted, this did not protect the trees at the site in perpetuity. Therefore it would not be considered reasonable to demand such a safeguard 15 years later, given that the trees were not covered by a Tree Preservation Order (TPO) or any other level of protection. It is considered that it would not be expedient to take further action in this regard and the Council's Tree Officer has raised no objections.

Summary

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. No impact on highway safety would result. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on file ref(s). DC/02/04278 and DC/17/00024, excluding exempt information.

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 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.

- 4 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.**

Reason: In order to comply with Policy 5.13 of the London Plan and to ensure the satisfactory drainage of the site.

- 5 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.

- 6 The additional accommodation shall be used only by members of the household occupying the dwelling at No. 1 Bonar Place and shall not be severed to form a separate self-contained unit.**

Reason: In order to comply with Policy H8 of the Unitary Development Plan, to ensure that the accommodation is not used separately and unassociated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings.

You are further informed that :

- 1 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.**