

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

Application No : 16/05857/FULL1

Ward:
Bickley

Address : 17 Park Farm Road, Bromley BR1 2PE

OS Grid Ref: E: 541933 N: 169536

Applicant : Mr Steve Homans

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of a two storey 6 bedroom dwelling with accommodation in the roofspace

Key designations:

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

Proposal

The site is located on the southern side of Park Farm Road, on the junction with Hill Brow. The site currently hosts a large, detached two storey dwelling with single storey side extension and garage. The site is considered substantial in size, with off street parking provision for several vehicles within the front amenity space. The topography of the site is relatively flat, however the property at number 19 is sited at a lower land level than the host dwelling.

It is proposed to replace the existing dwelling with a two storey dwelling with roofspace accommodation providing 6 bedrooms facilitated by dormer windows. The dwelling measures 19.7m in depth (21.3m previously proposed), 18.0m in width (16.9m previously) and 9.0m in height (9.4m previously). The dwelling is proposed with a hipped and gabled roof profile with a front projecting flat roofed single storey element (previously proposed to be hip roofed). The dwelling provides 2.8m separation between the proposed flank elevation and the property at No. 19 and 5m between the flank boundary adjoining Hill Brow.

Location

The site is located on the corner of Park Farm Road and Hill Brow and comprises a detached two storey house. The area is characterised by similar large detached homes sited within generous plots.

There are no particular planning constraints at the site, and the site does not fall within a Conservation Area and has no protected trees.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations were received.

The Sundridge Residents' Association has objected on the grounds that the proposal would be out of character and excessive in height on this prominent corner site. The proposal would project in front of the building line at upper floor level.

Consultations

Highways - No Objections given the space available for parking. Standard conditions are recommended.

Environmental Health (Housing) - it is noted that some rooms, including the basement, will not be provided with adequate natural light and ventilation, therefore they should not be used as habitable rooms.

Drainage - no objections subject to a standard condition.

Planning Considerations

National Planning Policy Framework, 2012

Chapter 4 Promoting Sustainable Transport
Chapter 6 Delivering a Wide Choice of High Quality Homes
Chapter 7 Requiring Good Design

The most relevant London Plan policies are as follows:

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
5.13 Sustainable Drainage
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

London Housing Supplementary Planning Guidance

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

BE1 Design of New Development
H7 Housing Density and Design
H9 Side Space
T18 Road Safety
H1 Housing Supply
T3 Parking

SPG1 – General Design Principles
SPG2 – Residential Design Guidance

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 1 - Housing Supply
Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 37 - General Design of Development
Draft Policy 49 - The Green Belt
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 113 - Waste Management in New Development
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 123 - Sustainable Design and Construction

Planning History

There is a considerable planning history with regard to this site, of which the most pertinent applications include:

07/03545/FULL1 - Demolition of existing dwelling and erection of 2 storey 6-bedroom dwelling with accommodation in roof space and integral double garage - Refused

Reasons for refusal: The proposed development, constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

08/00469/FULL1 - Demolition of existing dwelling and construction of two storey six bedroom dwelling with accommodation in roof space and integral double garage - Refused

Reasons for refusal: The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

16/00550/FULL1 - Proposed demolition of existing dwelling and the construction of a two storey, 6 bedroom dwelling with accommodation within the roofspace.

Reasons for refusal: The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

The development is considered to cause an unacceptable impact upon the neighbouring residential amenity in terms of outlook, prospect and loss of light by virtue of the extent of the rear projection and increased height of the dwelling contrary to Policy BE1 of the Unitary Development Plan.

Conclusions

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

- Design and Layout
- Standard of Residential Accommodation
- Highways and Traffic Issues
- 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.

Design and Layout

There is a history of replacement and new dwellings on Park Farm Road and the adjoining Hill Brow, (Nos. 15A Park Farm Avenue, 60 Hill Brow, 64A Hill Brow etc). Due to the property being sited within a residential area where the prominent housing type is large detached properties within substantial plots, it is considered that the principle of demolishing the existing property and replacing it is acceptable. There are a variety of architectural types within the locality, inclusive of large, modern dwellings and as such the new dwelling is not considered out of character in terms of principle within the surrounding street scene.

Application ref. 16/00550 was refused on the basis of the scale of the development and the prominence of the siting of the building, which projected in advance of No. 19. In response to this, the proposed single storey front section of the house has been set back to be behind the building line of No. 17. The previously proposed hipped roof has also been replaced with a flat roof. The set back and reduction in height and bulk is considered to be much more sympathetic to the character of the street scene.

The overall reduction in footprint and bulk is considered to address the issue of overdevelopment of the site. In addition, the previous scheme was refused on the basis of the increase in height on the prominent corner site. The proposal was also considered to interrupt the spacious corner site. Whilst the proposed retained side space matches that of the previous scheme (5m), the proposal seeks to address the issue of bulk and prominence by lowering the ground floor level so that the overall height of the building will be 0.66m lower than the previously proposed scheme. The result of this alteration is that the building will appear less prominently on the corner site and will not exceed the height of neighbouring buildings, which gently follow the topography of the land. The retention of the tree line on the flank boundary adjoining Hill Brow will also soften the appearance of the building on the corner plot, and a landscaping scheme can be conditioned in order to retain these trees and soft landscaping.

Given the above, it is considered that the proposed dwelling has overcome the previous reasons for refusal and the proposed development would respect the character and visual amenities of the area without overdeveloping the site.

Impact on Neighbouring Amenity

Under application ref.16/00550, the proposed dwelling extended 5m to the rear of No. 19 at single storey level, 2.9m from the common side boundary and 7m at two storey level 4.4m from the boundary. The current scheme has been altered to remove a section of the single storey rear projection closest to the boundary, whilst retaining the two storey rear projection of 7m. The removal of the single storey section does alleviate the impact on No. 19 to a degree and the building has been designed to be sunken into the ground by 0.66m. Whilst the height of the building will exceed the existing building height, the lowered slab level result in a perceived overall increase of approximately 0.5m above the existing maximum roof height. This reduction in height from the point of view of No. 19 also improves the relationship and also removes the existing two storey development that is in close

proximity to the flank boundary. It is therefore considered that the impact on No. 19 is acceptable on balance.

With regard to overlooking, no flank windows are proposed facing No. 19 other than a second floor rooflight. It is therefore considered that the development would not result in a loss of privacy or overlooking of neighbouring dwellings.

Standard of Residential Accommodation

Policy 3.3 of the London Plan (2015) 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.

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 and comply with the internal room space requirements within London Plan Policy 3.3.

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 dwelling house.

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

Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the area and would not be detrimental to the amenities of adjoining neighbours. No impact on highway safety would result and the standard of accommodation provided for future occupants would be suitable

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 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, 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.

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

- 3** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

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

- 4** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

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.

- 5** 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: In order to comply with Policy 5.13 of the London Plan and in order to ensure the satisfactory drainage of the site.

- 6 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.

- 7 Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.**

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 8 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.

- 9 No additional windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the development hereby permitted, without the prior approval in writing of the Local Planning Authority.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 10 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.**

Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure

that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 11 Before the development hereby permitted is first occupied, the proposed window(s) in the second floor western flank elevation shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

You are further informed that :

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- 2 You are advised that this application is 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