

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

**Application No :** 17/00208/FULL1

**Ward:**  
**Bickley**

**Address :** 16 Orchard Road, Bromley BR1 2PS

**OS Grid Ref:** E: 541312 N: 169807

**Applicant :** Mr A Ahmad

**Objections :** YES

**Description of Development:**

Subdivision of property into two 4 bedroom houses, single storey rear extensions, two storey front extension, elevational alterations and associated hardstandings and landscaping.

**Key designations:**

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

**Proposal**

Planning permission is sought for the subdivision of the existing detached property into 2 four bedroom dwellings. Two single storey rear extensions and a two storey front extension are also proposed, with associated elevational alterations, hardstanding and landscaping.

The proposed two storey front extension would have a maximum depth of approximately 1.4m and a width of 5.4m and would feature a front gable to match the height of the existing gable. It would include the addition of a front porch to mirror the existing porch, in order to create two separate entrances to the building.

The proposed rear extensions would have a depth of 3.6m and a width of 5.1m each. The extensions would have a flat roof with a height of 2.75m featuring one roof lantern each. They would have a smaller footprint than the existing conservatory which would be replaced, and would provide an orangery for each of the proposed dwellings.

**Location**

The application site currently hosts a detached two storey dwelling with accommodation in the roof, located on the southern side of Orchard Road. It is bounded to the west by a two storey detached dwelling at No.14, and to the east by an access road which leads to a detached dwelling to the rear of the site at No.18.

## Consultations

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

- Front extension gives an unbalanced appearance to the scheme, emphasised by the new fencing on the front drive.
- Orchard Road has a variety of Arts and Craft style houses and retention of this property is important to protect the character of the area.
- A single front entrance would be preferable.
- Additions would obliterate high proportion of original elements of the principle elevation.
- Removal of chimney stacks should be avoided as these enhance the character.
- Increase in number of cars using the site would add to existing traffic and street parking issues.
- New crossover would remove an existing street parking space.
- If granted permission, permitted development rights should be removed, no future extensions allowed, or external windows on the eastern elevation in order to protect the privacy of No.14.
- The principle is considered acceptable however the alterations to the front elevation are not.
- Preferable to the previously refused block of flats.

## Consultee Comments

Drainage - No objection.

Environmental Health - No objection

Thames Water - No objection.

Highways - Initial concerns were raised by Highways Officers in relation to the tight layout of the proposed parking spaces. Revised plans were received on the 13th March, and following this Highways Officers raised no objection to the proposal, subject to conditions.

## Planning Considerations

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

### London Plan:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction

5.13 Sustainable Drainage  
6.13 Parking  
7.2 An Inclusive Environment  
7.4 Local Character  
7.6 Architecture  
Mayor of London's Housing Supplementary Planning Guidance 2016

Unitary Development Plan:

BE1 Design of New Development  
H1 Housing Supply  
H7 Housing Density and Design  
H8 Residential Extensions  
H9 Side Space  
H11 Residential Conversions  
T3 Parking  
T18 Road Safety

SPG1 General Design Principles  
SPG2 Residential Design Guidance

Draft Local Plan 2016:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016, which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur 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 6 Residential Extensions  
Draft Policy 8 Side Space  
Draft Policy 9 Residential Conversions  
Draft Policy 30 Parking  
Draft Policy 32 Road Safety  
Draft Policy 37 General Design of Development

**Planning History**

The application site has previously been the subject of the following applications;

- 84/02108/FUL - Part one/two storey side extension - Permitted 01.11.1984
- 95/02333/FUL - Single storey rear extension - Permitted 22.11.1995
- 07/04229/FULL6 - Front Porch - Permitted 18.01.2008
- 16/02618/FULL1 - Demolition of existing dwelling and erection of detached three storey building comprising 2 three bedroom and 3 two bedroom flats with 7 car parking spaces, amendments to the existing vehicular access, and cycle, refuse and rear garden stores - Refused 05.09.2016

## 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.

### Design, Siting and Appearance

London Plan Policy 7.4 requires developments to have regard to the form, function, and structure of an area. 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. Policy H8 states that the design and layout of proposals for the alteration or enlargement of residential properties will be required to (i) the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area and (ii) space or gaps between buildings should be respected or maintained where these contribute to the character of the area.

The proposed two storey front extension would have a maximum depth of approximately 1.4m and a width of 5.4m. The proposed front extension would feature a front gable to match the height of the existing gable, and it would appear similar in appearance to this. A front porch is also proposed to match that which already exists in order to create two separate entrances to the building.

The extension would not project beyond the front of the existing dwelling and would not impact upon the established building line within the street. It would be set a significant distance from the boundary and would therefore provide adequate side space to comply with Policy H9. The addition of a further front gable to the property would add a degree of bulk, however its design would appear in keeping with the host dwelling and the proposed materials would match the existing to give the appearance of a pair of semi-detached properties.

Whilst it is appreciated that the proposed dwellings would appear somewhat unbalanced given the existing roof height and attached garage which would form part of one dwelling, on balance it is considered that the extension would be modest in depth and is not considered to result in an unacceptable increase in the bulk, scale and massing of the building. The resulting unsymmetrical appearance is not considered to cause such significant harm as to warrant a refusal on these grounds given there would not be a significant change from the unsymmetrical appearance of the existing dwelling. The overall appearance of the proposal is therefore not considered to result in any significant harm to the host dwelling or the character of the area in general.

The single storey rear extensions to the rear would measure 3.6m in depth and 5.1m in width. They would replace an existing conservatory and would provide an orangery for each of the proposed dwellings. The proposed extensions would have a smaller footprint than the existing conservatory and would not harm the character of the host dwelling.

The immediate surrounding area is characterised by detached residential dwellings, whilst the application would result in the alteration of the existing detached dwelling into a pair of semi-detached properties. The increase in the number of units on this site would intensify the use of the site, however it is not considered that this would be unduly harmful or out of character with the area.

In order to prevent overdevelopment of the site and protect the amenities of the neighbours and the character of the area it is recommended that a condition is added to prevent any further alterations to the properties without the prior approval in writing of the Council.

### Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit. A four bedroom, 2 storey dwelling for 8 persons would require 124sqm, and a four bedroom, 3 storey dwelling would require 130sqm. The two dwellings would meet the minimum standards outlined within Policy 3.5 and the Mayors Housing SPG 2016.

The shape and room sizes in the proposed dwellings are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specified use.

The existing rear garden would be split with the resulting plot sizes considered acceptable to provide adequate private amenity space for both of the dwellings. The sub-division of the plot would not result in plot sizes that would be significantly out of character to the established local pattern of development.

### Impact upon Residential Amenity

Policy BE1 (v) states that the development should respect the amenity of occupiers of neighbouring building and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing. This is supported within Policy 7.6 of the London Plan.

The proposed rear extensions would replace an existing conservatory and would result in a reduction in size from that which already exists. The extensions would project the same distance to the rear as each other so would not impact on the amenities of either of the proposed dwellings. Furthermore, given the reduction in size from the existing conservatory and the distance to other adjacent properties there would not be any significant harm to residential amenities of neighbouring dwellings.

The proposed front extension would have a modest forward projection and would provide a significant distance to the properties of any neighbouring dwellings. It would not project beyond the front of the existing building and would therefore not detrimentally impact upon either of the sub-divided dwellings. Furthermore, the increased intensity of the site resulting from the sub-division would not result in any

significant additional harm and the proposal is therefore not considered to have a detrimental impact upon the neighbouring properties.

### Highways

The subdivision of the properties would result in one dwelling benefiting from an attached garage, with space available for a number of vehicles to the front. The adjacent dwelling to the eastern side of the site would have a reduced parking area, sufficient for 3 vehicles. Initial concerns were raised regarding the parking layout of the site by Highways Officers in relation to the access and parking area for the dwelling with 3 spaces.

Revised plans were submitted on the 13th March which altered the arrangements so that the access to the development would be via the existing access, and to provide sufficient space for vehicle turning in order to prevent the possibility for cars to reverse onto the Highway. Following the submission of these revised plans, Highways Officers raised no concerns to the proposal in terms of its impact upon highway safety, subject to conditions.

### Cycle parking

London Plan requires two cycle spaces per dwelling, no details of any lockable storage has been provided, however subject to further details required in a condition no objection is raised in this regard.

### Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage. Further details regarding a containment structure can be conditioned as necessary.

### 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.

Background papers referred to during production of this report comprise all correspondence on the file ref: 17/00208/FULL6 set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 13.03.2017**

## **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** 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.

- 5** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

**Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**

- 6 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.**

**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.**

- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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.**

**Reason: In the interests of the amenities of nearby residential properties and to prevent overdevelopment of the site and to accord with Policies BE1 and H8 of the Unitary Development Plan.**

- 8 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.**

**Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport**

- 9 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.**



**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 should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at [www.bromley.gov.uk](http://www.bromley.gov.uk)**
- 3 You are advised that this application may be 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](http://www.bromley.gov.uk/CIL)**

- 4 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.**