

SECTION '2' – Applications meriting special consideration

Application No : 17/00421/FULL6

Ward:
Hayes And Coney Hall

Address : 107 Bourne Vale Hayes Bromley BR2
7NW

OS Grid Ref: E: 540083 N: 166762

Applicant : Miss Amanda Whale

Objections : NO

Description of Development:

Conversion of garage, part one/ two storey rear extension and two storey side extension.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 51

Proposal

Planning permission is sought for a two storey side and rear and part single storey rear extension to the property.

Location

The application site is a semi-detached property located on a corner plot on the north-western side of Bourne Vale, Hayes.

Consultations

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

Highways - the development will result in the loss of one parking space by partial conversion of the garage to habitable accommodation. However, there are spaces available within the site's curtilage, which would be utilised for parking. Therefore on balance as it is a small development, no objections are raised 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:

BE1 Design of New Development
H8 Residential Extensions
H9 Side Space

Supplementary Planning Guidance 1 General Design Principles
Supplementary Planning Guidance 2 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). 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.

Draft Policy 6 Residential Extensions
Draft Policy 8 Side Space
Draft Policy 37 General Design of Development

London Plan (2015)

London Plan Policy 7.4 Local Character

The National Planning Policy Framework (NPPF) is also a material consideration.

There is no planning history associated with the site.

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

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. These policies are consistent with the Draft Policies 6 and 37 of the Draft Local Plan.

Policy 7.4 of the London Plan seeks that buildings should provide a high quality design that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass and contributes positively to the character of the area. Consistent with this the National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of the area.

The bulk of the extension is concentrated to the side and rear of the property with the front elevation showing a first floor extension is to be built above the existing garage and the existing garage is to change to a store & study. No external changes are shown with the garage door remaining to the front. At first floor the extension will provide an enlarged bedroom. The side extension measures 6.5m in height (with a gabled ended roof) x 2.6m in width x 3.8m in width.

The property forms one half of a pair of semi-detached properties located on the north-western side of Bourne Vale, Hayes. No. 105 remains unextended. The proposed front/side extension would incorporate an extension which would sit lower than the roofspace of the main dwellinghouse but the eaves level of the roof would be the same. The side extension would sit above the existing garage which to remain.

With regards to the impact of the proposal on visual amenity and local distinctiveness the proposal maintains a subservience to the main ridgeline and front roof slope, the first floor front/side element would be set back from the existing building line by 2.5m with the main front elevation retaining the prominence of the front windows as the focal point in the front elevation. The extension to the side of the property is not considered to be out of keeping in the streetscene or unacceptably incongruous and would not unbalance the pair of semi-detached dwellings to such an extent as to warrant the refusal of planning permission.

Overall the additional bulk and scale that will be added to the front/side of property is considered acceptable and a 5.5m side space will be maintained to the shared boundary with No. 92. In terms of side space it is noted that the first floor extension does not have the minimum 1m side space that Policy H9 normally requires. As the existing garage is to remain to the boundary an assessment has to be made as to whether the development would create terracing; which in this case it would not. As assessment also needs to be made as to whether the spatial characteristics of the area would be harmed; in this case as 5.5m gap will be maintained at first floor level to the boundary and it is not considered the side extension would have a cramped appearance or affect the spatial standards of the wider streetscene.

At the rear the rear elevation shows a part single storey part two storey rear extension to provide a lounge, kitchen/dining and family room at ground floor and a master bedroom and en-suite at first floor. The single storey element of the extension sits on the shared boundary with No.105 and extends to 3.5m in depth x 3.4m in height with a projecting roof height of 15 degrees. The two storey element of the extension extends to the same depth as the single storey rear extension but extends to 7.4m in height with a pitched roof.

The depth and heights of the proposed extensions, taking account of the host dwelling and plot size are considered to be acceptable and the pitch of the two storey extension has been designed to be subservient to the main roof line sitting just below the existing ridge. The extension is shown to be finished with paint and render and tiles to match the existing dwelling. Having regard to the proposed extensions the scale and design is considered acceptable in terms of its impact on the character of the area and the design of the host dwelling in general.

Impact on Residential 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 outlook or overshadowing.

With regards the impact of the proposal on the residential amenities of neighbouring properties the impact to No.105 will be a modest single storey rear extension extending to 3.5m in depth x 3.4m in height. The two storey element of the extension is offset from the boundary by 4m. The opposite neighbour No. 92 Mounthurst Rd is located 3.5-4m from the shared boundary and then the rear extension is off set from the boundary by 1m. One new window is proposed in the flank elevation however this will be obscure glazed as illustrated on the drawings.

No objections have been received from neighbours and given the angled nature of the plot and distances to neighbours properties on balance it is considered that the extensions would not result in any significant loss of amenity to the occupiers of neighbouring residential properties.

Highways/Parking

The existing garage is to be converted into a store and study. No objection is raised by the Council's Highway Officer regards the loss of the garage and space will remain on the existing driveway to accommodate one/two cars to alleviate any on-street car parking, although from the site visit it was apparent that plenty of on street parking exists.

Summary

Having regard to the above it is considered on balance 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 pair of semi-detached properties or area in general. The application is therefore considered to generally accord with the aims and objectives of Policies H8, H9 and BE1 of the UDP as well as the Draft Local Plan Policies 6.8 and 37 and London Plan Policy 7.4.

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(s) 17/00421 and any other applications on the site and in the Planning History section above, 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 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 The first floor flank windows to the western elevation shall be obscure glazed to a minimum of 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 floor of the room in which the window is installed and shall subsequently be permanently retained as such.

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