

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

Application No : 17/03951/FULL6

Ward:
Petts Wood And Knoll

Address : 27 Birchwood Road Petts Wood
Orpington BR5 1NX

OS Grid Ref: E: 545078 N: 168131

Applicant : C/O Agent

Objections : YES

Description of Development:

Part one/two storey front and rear extensions, removal of existing porch and replacement, conversion of garage to habitable accommodation, internal alterations with elevation alignments, loft conversion including roof lights, minor raise of overall ridge height.

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 4

Proposal

The proposal seeks to extend the host dwelling with part one/two storey side/rear extensions, new front porch, conversion of existing garage to habitable accommodation, provision of 'granny annexe', loft conversion to include new rear dormer extension and rooflight windows, and elevation alterations.

The provision of a granny annexe will retain a permanent link with the host dwelling through a ground floor link from the living room/tv room of the host dwelling, and at first floor level via the landing for the annexe and dressing room of 'bedroom 3' of the host dwelling.

The proposed side extension will remove the existing garage at ground floor and replace with habitable accommodation, with the front elevation being pulled forward in-line with the forward most part of the host dwelling which currently serves as the living room. This element will be two storeys in height, providing a separation to the flank property boundary of approx. 1.1m which is a continuation of the existing level of separation to the property boundary in terms of side space.

The roof of this side extension element will have a gable feature to the front and will be hipped away from the property boundary shared with No.25.

The single storey rear extension will project beyond the rear elevation of the host dwelling by approx. 4.25m along the flank elevations and approx. 5.1m from the centre of the existing rear elevation.

The ridge height of the host dwelling will remain as existing, and the ridge of the side extension will match the highest point of the host dwelling.

One off-street car parking space will be lost by the conversion of the garage to habitable accommodation, however there remains sufficient space on the frontage for off-street vehicular parking.

Amended plans were received on 27th November 2017 which altered the overall height of the front/side extension and reduced the resulting front gable feature so that the overall height now matched the ridge of the host dwelling.

Location and Key Constraints

The application site is located on the southern side of Birchwood Road within the Petts Wood Area of Special Residential Character and hosts a detached dwellinghouse with attached garage.

Consultations

Comments from Local Residents and Groups

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

Objections:

- There are no details on the plan showing what appears to be a dormer on the 2nd floor;
- These dormers are usually unsightly and not in keeping with the area, and will have a direct line of sight into my children's bedroom.

Support:

- None received.

Local Groups:

- The plans subcommittee of Petts Wood & District Residents' Association (PWDRRA) object for the following reasons:
- The design of the proposed extension with a large gable will dominate the front elevations and gives both side elevations a 'top heavy' appearance;
- The side elevations will look stark without any windows at first floor level to break up the side walls.
- We feel that this is not in keeping with other similar properties in Birchwood Road that may have the benefit of similar extensions but these are set

back from the frontage and appear subservient. This design gives the gable dominance over the rest of the house. This effect is enhanced due to the proposal to raise the ridge height by 0.3m. As such it is against Policies H8, BE1 as well as SPG2 Residential Design Guidance paragraph 2.2.

- The rear building line would appear to be breached by up to 0.6m or 60cms. As such, this would be against the strengthened Petts Wood ASRC statement approved by LBB DC committee on 24 March 2015. This supplementary statement is capable of being a material planning consideration when considering planning applications for the Petts Wood ASRC.
- This states that 'The front building and rear building lines are also of importance in defining the area. The buildings are of a 1930s design, for example some built by the distinguished designer Noel Rees, which adds to the character of the area. Whilst there have been some changes post war this design aspect of the area remains intact and future development should respect this characteristic.' Therefore this proposal fails in this respect and would be contrary to Policy H10.
- The existing garage would be 'lost' by this proposal. PWDRA have concerns about the cumulative impact that this has had and is having.

Comments from Consultees

Highways: whilst the development will result in the loss of one parking space by conversion of the existing garage to habitable accommodation, there remains spaces within the site's curtilage which would be utilised for parking and on balance no objection is raised.

Planning Considerations

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

- The degree of consistency of the relevant policies in the emerging plan to the policies

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.in the NPPF, the greater the weight that may be given).

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

The application falls to be determined in accordance with the following policies:

London Plan Policies

7.4 Local character

7.6 Architecture

Unitary Development Plan

H8 Residential extensions

H9 Side space

H10 Areas of Special Residential Character

T3 Parking

T18 Road safety

BE1 Design of new development

Draft Local Plan

6 Residential Extensions

7 Accommodation for Family Members

8 Side Space

30 Parking

37 General Design of Development

44 Areas of Special Residential Character

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Planning History

There is no relevant planning history relating to the application site.

Conclusions

Considerations

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

- Design

- Highways
- Neighbouring amenity

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Having regard to the form, scale, siting and proposed materials, it is considered that the proposed extensions would complement the host property and would not appear out of character with surrounding development or the area generally.

The proposed side extension will remove the existing garage at ground floor and replace with habitable accommodation, with the front elevation being pulled forward in-line with the forward most part of the host dwelling which currently serves as the living room. This element will be two storeys in height, providing a separation to the flank property boundary of approx. 1.1m which is a continuation of the existing level of separation to the property boundary in terms of side space.

The roof of this side extension element will have a gable feature to the front and will be hipped away from the property boundary shared with No.25. Whilst the gable feature to the front will increase the overall bulk of this part of the host dwelling, and concerns regarding this element of the scheme has been raised by the Petts Wood District Residents Association (PWDRA), it is considered that the hipped feature to the side will help to reduce the overall impact in terms of the design of the scheme within the streetscene and the ASRC. The gable feature to the front of the host dwelling is considered to form the focal point of the resulting dwelling, which although will be larger than the existing dwelling in this position, it is considered that it would be unlikely to cause undue harm to the character of the host dwelling or the wider streetscene. There are a number of properties within the wider area that benefit from gable features to the front, therefore the concept is not considered to be out of keeping in this location.

Whilst it is acknowledged that the side extension will project forwards from the front elevation of the existing side element, it will not protrude beyond the forward most part of the host dwelling and whilst concern has been raised by the PWDRA it is considered that the forward projection will not detract from the overall character of the host dwelling and due to the position of the property in relation to the roadside and how far back the dwelling is set from the front property boundary, it is not considered that these front extensions will harm the character of the streetscene or ASRC.

The single storey rear extension will project beyond the rear elevation of the host dwelling by approx. 4.25m along the flank elevations and approx. 5.1m from the centre of the existing rear elevation. This has been raised as a concern by the

PWDRA with regard to extending beyond the rear building line. However, as the existing rear elevations of the neighbouring properties either side are further rearward than the existing host dwelling, and although the rearward projection as proposed is fairly substantial, due to the separation to either flank property boundaries, particularly the separation from the most rearward part of the extension located in the centre of the host dwelling, it is not considered excessive.

Members may consider that the introduction of the new front porch feature helps to enhance the overall character and appearance of the host dwelling, providing a more central entrance into the property. The ridge height of the host dwelling will remain as existing, and the ridge of the side extension will match the highest point of the host dwelling, therefore minimising the overall impact that the additional roof bulk will have within the streetscene.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

No technical Highways objections have been raised, and the scheme is therefore considered acceptable from a Highways point of view.

Neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

Having regard to the scale, siting, separation distance, and orientation of the development, it is not considered that a significant loss of amenity with particular regard to light, outlook, prospect and privacy would arise.

With regard to the side extension resulting in a 'granny annexe' to the host dwelling, the floor plans and supporting documentation all provide confirmation that there will always remain a permanent link into the host dwelling, and confirmation has been provided within the supporting documentation that the annexe will not be severed to form separate accommodation or rented out privately but used for family purposes. This can also be controlled by way of planning condition, preventing its severance from the host dwelling if the scheme is considered acceptable.

By ensuring that the resulting development would not be severed from the host dwelling now or in the future, it is possible to prevent an overdevelopment of the site which in turn would be beneficial to local residents.

In terms of the proposed single storey rear extension, the rearward projection as proposed is fairly substantial however due to the separation to either flank property boundaries, particularly the separation from the most rearward part of the extension located in the centre of the host dwelling, it is not considered excessive. In addition, due to the existing relationship with the neighbouring properties, it is considered that the increase in depth to the rear of the property is acceptable and unlikely to cause harm to the visual or residential amenities of the residents of the neighbouring dwellings.

Concern has been raised by the occupier of a property to the rear of the site with regard to the introduction of the rear dormer extension, particularly in relation to the possibility of views into rear bedroom windows from the dormer extension and that the feature would be out of keeping in the area. However, rear dormer features can be seen on both neighbouring properties and are a regular feature upon properties across the entire borough, whether built under full planning approval or building regulations alone. There is also a significant degree of separation between the rear elevation of the property to the rear and the position of the proposed rear dormer extension which should minimise any issues of loss of privacy to other residents. The proposed rear dormer would have a flat roof which although may not entirely fit with the character of the host dwelling, it would result in it being less bulky than some dormer extensions with fully pitched roofs, and as it is sited fully within the rear roofslope of the host dwelling it will not be visible from the roadside and therefore will not have any impact upon the ASRC.

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has completed the relevant form.

Conclusion

Having had regard to the above it is 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 area of special residential character that the property is located within.

Background papers referred to during production of this report comprise all correspondence on the files set out 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 The additional accommodation shall be used only by members of the household occupying the dwelling 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 and Draft Policy 7 of the emerging Local 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.

- 5 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.

- 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.**

REASON: To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.