

SECTION '2' – Applications meriting special consideration

Application No : 17/04147/FULL6

Ward:
**Mottingham And Chislehurst
North**

Address : 78 Cranmore Road Chislehurst BR7 6ET

OS Grid Ref: E: 542857 N: 171278

Applicant : Ms Nayomi Hapuarachchi And Mr
Ramitha Kuruppu

Objections : YES

Description of Development:

Single storey rear and front extensions to include garage conversion and first floor side and rear extension. Hip to gable attic conversion with rear dormer. Extension of existing dropped kerb.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 51

Proposal

Planning permission is sought for a single storey front and rear extensions to include a garage conversion and first floor side and rear extensions, hipped roof alterations to provide a loft conversion with rear dormer. Extension of the existing dropped kerb.

The application site is an end of terrace property located on the western side of Cranmore Road, Chislehurst.

Amended drawings have been received on the 1st and 21st November 2017. The changes include a revised parking plan showing that two car parking spaces can be accommodated on the driveway and a revision to the roof design; from half-hip to a full hip roof design and a change to the first floor side extension which is now set in 1m from the boundary.

Consultations

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

- The extensions will cause an obstruction of the light to the kitchen area of 75 Broadheath Drive, which is a town house with kitchen on the first floor.

- The flank wall of the existing garages appears to abut the edge of an accessway between two terraces of dwellings.
- The redevelopment of the existing garage to for a two storey side extension will result in a two storey side extension abutting the boundary of the plot. As this would not leave a side space between the new side elevation and the side boundary the proposal would not comply with the requirements of the Council's side space policy, H9.
- The proposed double storey side extension would be built up to the boundary, approximately 90cm from the boundary of my property with just the existing alleyway separating the properties.

Highways - the applicant was asked to create parking space for 2 cars and submit revised drawing for Highway planning approval. They have now seen the revised drawing and is satisfied.

Please include the following in any permission.

CONDITIONS:

H03 - Satisfactory parking

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
 T3 Parking
 T18 Road Safety

Supplementary Planning Guidance 1 General Design Guidance
 Supplementary Planning Guidance 2 Residential Design Principles

Draft Local Plan

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."

Draft Policy 6 Residential Extensions
 Draft Policy 8 Side Space
 Draft Policy 30 Parking

Draft Policy 32 Road Safety
Draft Policy 37 General Design of Development

London Plan (2016)
London Plan Policy 7.4 Local Character

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

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.

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.

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.

Policy BE1 also 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 loss of outlook or overshadowing.

Policy H9 of the UDP relates specifically to side space and normally seeks a minimum of 1m side space for development, including residential extensions, of two storeys or more, to prevent a cramped appearance within the streetscene and to safeguard the amenities of the neighbouring properties.

Design

The internal footprint of the house is shown to be reconfigured. The bulk of the proposed development is to the left hand side of the property with the existing garage converted to habitable accommodation with a slight forward front extension. The front elevation shows a pitched overhang which incorporates a porch, new front windows and door. At first floor level a new bedroom is shown towards the rear of the property with an enlarged study, new bathroom and ensuite.

The application property forms an end of terrace property which has a hipped roof. Following the submission of amended plans the first floor side extension is now shown to have a full hipped roof and the ridge line of the extension would form a

continuation of the existing ridge line of the property. Supplementary Planning Guidance indicates the importance of retaining the architectural integrity of the host dwelling, with extensions being required to respect the buildings composition, especially the roof and rhythm of form, the hipped style roof arrangement would be maintained.

The proposed first floor side extension is now shown set in 1m from the boundary with the existing converted garage remaining in its existing location which abuts the boundary. Whilst the existing ground floor of the proposal does not fully comply with the requirements of Policy H9, the impact will be mitigated in part by the alleyway (1.2m approximately) that adjoins the site and provides additional side space to the property. The alleyway is locked shut with only 78 & 80 having a key to access it.

Four sets of windows are shown to be inserted into the flank elevation facing No.80 Cranmore Road (all of which are illustrated as being obscure glazed). The existence of this permanent separation is such that the proposal will not result in any unrelated terracing or have any detrimental impact on the spatial standard evident in the area. Given these mitigating set of circumstances, the proposal is not considered to result in a detrimental impact on the streetscene or in a cramped appearance, nor result in any loss of visual amenity in line with the guidance set out in Policy H9.

The part single storey/part two storey rear extensions would also add bulk and mass to rear of the property. The submitted drawings show that the single storey element would measure 3.5m in depth x 3.5m in height with a flat roof before extending to two storeys and measuring 3.5m in depth x 4.2m in width x 7.3m in height with a pitched roof. The first floor side element would be set in from the boundary by 1m. The proposed dimensions are considered acceptable.

The proposed rear dormer measures 1.9m in height x 3.2m in width and will sit within the roofslope of the original roofspace. The dormer will sit up from the eaves and down from the main ridge height. The new part of the roof and rear dormer will be clad in plain tile hanging to match the existing roof. The two velux rooflights are also considered to be acceptable to the front roof slope.

The conversion of the existing garage to storage is considered acceptable. The submitted drawings show that the garage door would be removed and the front forward extension would sit flush with the building line of the existing living room. The garage door would be replaced with a window which would be in keeping with the host dwelling and wider streetscene. The property benefits from an existing driveway. The applicants are also seeking to increase the width of their existing dropped kerb by 1.6m which the Highways Officer has raised no objection to.

Neighbouring 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 overshadowing.

The main impact of the proposal would be to No. 80 & 76 Cranmore Road. No.75 Broadheath Drive have also raised objection to a loss of light to their kitchen at first floor level, however, they are located approximately 35m away consequently the Council considers that they will not be unduly affected.

The proposed single storey element of the proposal would abut the rear boundary with No.76. The depth and height of the single storey extension is considered to be acceptable and the first floor rear extension is considered to be located far enough away to not cause a significant detriment to warrant refusal of the application. No.76 themselves have an existing single storey rear extension which measures approximately 3m in depth.

The side extension will abut the alleyway which separates No.78 from No.80. No.80 have raised concerns regards the side extension being built up to the alleyway and a potential loss of prospect and outlook from their kitchen window. The first floor element is considered acceptable on the basis that it would have adequate separation from the boundary with No.80 to not cause a significant loss of light or outlook. No.80 themselves have a two storey rear extension. Obscure glazed windows are shown in the flank elevation to not cause overlooking or a loss of privacy.

The introduction of built form to the roof is not considered to result in any visual harm or loss of amenities or daylight to the residents located either side. The windows proposed in the rear dormer extension are considered not to result in any more overlooking than those from the existing first floor windows.

On balance Members may consider that the side & rear extensions are a modest addition to the property and not overly bulky to detract from either the host dwelling of the wider character and appearance of the area. The first floor side extension is set in from the boundary whilst the ground floor (which does abut the boundary) lies next to an existing alleyway where a gap of approximately 1.2m exists to the neighbours on the other side, Obscure glazed windows will not cause a loss of privacy or overlooking to No.80.

Background papers referred to during production of this report comprise all correspondence on the file refs 17/04147/FULL6 as set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION
as amended by documents received on 01.11.2017 21.11.2017

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 the development hereby permitted is first occupied the proposed window(s) in the first floor flank elevation shall be obscure glazed to a minimum of Pilkington 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 the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance 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.

- 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.