

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

Application No : 17/05048/FULL6

Ward:
Mottingham And Chislehurst North

Address : 83 Framlingham Crescent Mottingham
London SE9 4AE

OS Grid Ref: E: 542581 N: 171819

Applicant : Mr B Lasku

Objections : YES

Description of Development:

Demolition of existing garage and extension to create a part one/two storey side extension, single storey rear extension with raised decking area and steps to garden and a front porch

Key designations:

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

Proposal

Permission is sought for the demolition of the existing garage and erection of a part one/two storey side extension, a single storey rear extension with raised decking area and steps to garden, and a front porch.

At ground floor level, the proposed extension will project 3m from the flank elevation and will be 10.6m deep, projecting beyond the existing rear elevation by 3.5m. It will then wrap around the property at the rear and will be 8.16m wide. At first floor level the extension will project from the flank elevation only. It will be set back from the front elevation by 0.5m and will be 3m wide and 6.54m deep.

The proposed front porch will be 1.8m wide and 1.65m deep. The roof will be pitched with an eaves height of 2.5m and maximum height of 3.3m.

Location and Key Constraints

The application site is a two storey end of terrace property, located on the eastern side of Framlingham Crescent.

Comments from Local Residents and Groups

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

Comments from Consultees

Highways:

- Two parking spaces will be lost as a result of conversion of existing garage and side extension.
- There is only one car shown on drawing number 17.21 PL01 Rev A.
- Space for second car can be created in the front garden.
- Following the submission of revised drawing 17.21 PL01 Rev B showing 2 x car parking spaces, no objection is raised.

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 subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

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

T3 Parking

T18 Road safety

BE1 Design of new development

Draft Local Plan

6 Residential Extensions

8 Side Space

30 Parking

37 General Design of Development

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Planning History

The relevant planning history relating to the application site is summarised as follows

- 86/01283/FUL - Detached garage - Permitted 11.06.1986

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.

Policy BE1 of the Bromley Unitary Development Plan 2006 (UDP) sets out criteria which proposals for new development will be expected to meet. Policy BE1 of the UDP requires new buildings to complement the scale, form, layout and materials of adjacent buildings and areas. Importantly Policy BE1 states that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their amenities are not harmed by noise or disturbance.

At ground floor level, the proposed extension will project 3m from the flank elevation and will be 10.6m deep, projecting beyond the existing rear elevation by 3.5m. It will then wrap around the property at the rear and will be 8.16m wide. At first floor level the extension will project from the flank elevation only. It will be set back from the front elevation by 0.5m and will be 3m wide and 6.54m deep. The proposed front porch will be 1.8m wide and 1.65m deep. The roof will be pitched with an eaves height of 2.5m and maximum height of 3.2m. The proposed materials are indicated to match the existing property.

The application property is an end of terrace residential dwelling in a prominent location within Framlingham Crescent. This prominence is emphasised by the position of the dwelling adjacent to an area of open space. The side and rear elevation of the property and wider terrace is therefore visible from the wider locality.

Policy H9 of the Unitary Development Plan states that for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundaries of the site should normally be retained for the full height and length of the flank wall of the building, however, where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space, including corner plots. The flank boundary tapers away at the rear. The proposed part one/two storey side extension is located on the boundary at the front and increases to 0.9m at the rear, thereby resulting in a development that is located on the flank boundary line. Whilst Policy H9 would normally require 1m side space, the site is located adjacent to open green space which is approximately 30m wide. Furthermore, from visiting the site it was noted that the neighbouring properties to the rear, No's 120 and 122 Ravensworth Road, which also adjoin this open space, have been subject to side extensions under planning refs 10.00443/FULL6 and 76/2363 respectively. It is therefore considered that a two storey side extension will not result in a cramped form of development or impact on the spatial standards of the area.

The revised plan (received 16/01/2018) indicates that the proposed roof will incorporate a half hip to gable extension. The property is an end of terrace property, in a row of 4 properties. Whilst there will be a slight unbalancing effect on the appearance of this row of terraces, it is not considered to result in a significant impact on the character of the host property or the street scene in general to warrant refusal of the application.

The proposed front porch will be 1.8m wide and 1.65m deep. The roof will be pitched with an eaves height of 2.5m and maximum height of 3.3m. From visiting the site it was noted that the adjoining property, No.81, has an existing front porch. It is therefore considered that this element will not impact on the character of the host property or the wider street scene.

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.

The site is located within an area of PTAL 2 (low). Two parking spaces will be lost as a result of the demolition of the existing garage and erection of the side extension. A revised Block plan was submitted showing 2 off street car parking spaces within the front curtilage of the site, as such no objection was raised from the Councils Highways Officer.

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.

With regards to the adjoining property to the north, No.81, the proposed extension will be single storey only, the first floor side extension will not project beyond the existing rear elevation. The single storey rear extension will project 3.5m along the shared boundary. It is noted that the properties in this row of terraces, including the application site, have single storey rear extension which project approximately 3.7m to the rear and are half the width of the properties. Revised plans were received 16/01/2018 which reduced the depth of the single storey rear element from 5m to 3.5m deep. The roof is flat with a maximum height of 3m when measured from the decking (3.4m from ground level). Due to the orientation of the site the adjoining property, No.81, is located directly north of the site. The impact on the ground floor rear windows of this adjoining semi would be increased due to the increase in depth along the boundary but not to such a degree that would warrant refusal of the application. Furthermore, it is noted that no objections have been received from this adjoining property.

The open green space is located to the south, providing approximately 30m separation to the neighbouring property to the south, No.85. Furthermore, no

windows are proposed in this southern flank elevation. It is therefore considered that the proposal will not impact on the amenities of this neighbouring property.

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

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application.

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 character of the area

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.

as amended by documents received on 16.01.2018

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 No windows or doors shall at any time be inserted in the flank elevation(s) of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.

Reason: In order to comply with Policies H8 and 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.