

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

Application No : 18/03909/FULL6

Ward:
Bickley

Address : The Coach House, 32B Southborough Road, Bickley, Bromley BR1 2EB

OS Grid Ref: E: 542389 N: 168574

Applicant : Mr Parag Patel

Description of Development:

A single storey front extension, part one/part two storey rear extension, rear dormer extension, elevational alterations including replacement windows and associated external landscaping including new paving, planters and refuse storage and front brick walls with metal entrance gates max height 1.575m high

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 12
Smoke Control SCA 13

Proposal

The application proposal involves a one/two storey rear extension and the replacement of the existing detached front garage with a single storey front extension. Elevational alterations include replacement windows and landscaping alterations.

The proposed one/two storey rear extension will have a rear projection of 2.3m and a width of 6.9m at ground floor level and 4.5m at first floor level. The roof will be pitched with a height of 5.2m.

The proposed front extension will have a forward projection of 6.2m and a width of 3.0m. The roof will be pitched with a height of 3.8m.

The proposal includes replacement front boundary wall and gates with a maximum height of 1.5m.

The submission was supported by the following documents:

- Design and Access Statement

Location and Key Constraints

The application site hosts a semi-detached dwelling with a detached front garage situated on the western side of Southborough Road. The site and surrounding area has no particular planning constraints or designations.

Comments from Local Residents and Groups

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

Objection:

- the proposed development would create an unacceptable level of overlooking that would be detrimental to the amenities of neighbouring properties.

Comments from Consultees

Highways Officer: There is space to park 2 cars in the drive so I would not have any objection to the application.

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.

The National Planning Policy Framework was published on 24th July 2018. According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) 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
- C) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

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.

London Plan Policies

7.4 Local character

7.6 Architecture

Unitary Development Plan

H8 Residential Extensions

H9 Side Space

BE1 Design of New Development

BE7 Railings, Boundary Walls and Other Means of Enclosure

T18 Road Safety

Draft Local Plan

6 Residential Extensions

8 Side Space

32 Road Safety

37 General Design of Development

Supplementary Planning Guidance

SPG1 – General Design Principles

SPG2 – Residential Design Guidance

Planning History

None.

Considerations

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

- Design
- Neighbouring amenity
- Highways
- CIL

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 and H8 of the Council's Supplementary design guidance seeks 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 H9 of the UDP requires that when considering applications for new residential development, including extensions, the Council will normally require for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building or where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties.

The proposed rear extension will replace the existing lean to extension and it is considered that the removal of this extension would have a positive impact on the character of the house. The proposed replacement extension will have a modest rear projection, bulk and height, incorporating a low eaves height and pitched roof at first floor level. The extension would be subservient to the main house and will include a maximum roof height that will be lower than that of the main house. A small projecting first floor window will also extend to the rear over the flat roof at first floor level. It is considered that the proposed rear extension would not overdevelop the house and would retain the existing amenity space to the rear of the house.

The proposed front extension will replace the existing garage structure and this will project to a similar forward point as the garage currently does. The roof will be pitched with a modest height and bulk and the projection will not be in advance of the front wall of No. 32A. As a result, it is considered that the front extension would not appear overly prominent within the street scene and would not erode the sense of space that exists to the front of the building, retaining a significant set-back from the highway.

In terms of design, the proposed external materials, including white brick, zinc cladding, slate roof tiles and copper coloured windows will alter the external appearance of the building and provide a new design approach for the dwelling. It is considered that this would not impact harmfully on the character of the house or the wider area, which is characterised by a mix of architectural styles and external materials. It is also noted that the site does not fall within a Conservation Area and the building does not provide any particular group value with buildings around it that the Council would look to specifically preserve.

The proposed use of the front extension includes a small mezzanine bedroom above the ground floor and whilst the layout does not suggest a second dwelling at the site, any potential severance from the main house would need to be prevented by way of a standard condition.

The proposed replacement front boundary wall and gates will be sited in the same location as the existing gates and will have a similar height and appearance. It is therefore considered

that the boundary treatment will have a neutral impact in terms of character and appearance of the house and the wider area.

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

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.

The proposed two storey rear extension will present a two storey vertical wall adjacent to the boundary adjoining No. 34. The attached building is in office use and is not residential. It also has no first floor rear windows that would be affected by the proposal. There is a ground floor rear lean to and this would be affected in terms of visual impact however in light of the modest rear projection, it is considered that this relationship would be acceptable.

The proposal will replace the existing rear conservatory with a new single storey rear extension with first floor set away from the side boundary of No. 32A. The first floor extension will be set in by 2.6m from the flank wall of the house and it is therefore considered that this section of the proposal would not impact in terms of visual impact or loss of light to No. 32A.

To the front of the house, the proposed extension will have a similar massing to the existing garage and will project forward to a similar point. It will not project to the front of the front wall of No. 32A. It is therefore considered that this aspect of the proposal would not impact on the amenities of No. 32A, which has no side windows facing the site.

To the rear of the building, the extension would bring the position of the first floor rear window 2.3m closer to the rear of the site, however it is not considered that this would create additional vantage points and opportunity to overlook neighbouring houses that do not already exist at the dwelling from the first floor rear facing window. The back to back separation will be 14m and the rear boundary is screened to a degree by vegetation.

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.

Highway Safety

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 existing garage is being converted. There are 2 parking spaces behind the gates and more in front of them if required. There do not appear to be any highway issues with the application subject to standard conditions.

CIL

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

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. No impact on highway safety would result.

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: To comply with Section 91, Town and Country Planning Act 1990.

- 2 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise 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 appearance of the building and the visual amenities of the area.

- 3 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.

- 4 No windows or doors shall at any time be inserted in the flank elevations of the rear extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

- 5 The additional accommodation shall be used only by members of the household occupying the dwelling at The Coach House, 32A Southborough Road 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, 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.