

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

Application No : 18/05579/FULL6

Ward:
Petts Wood And Knoll

Address : 148 Petts Wood Road Petts Wood
Orpington BR5 1LF

OS Grid Ref: E: 544630 N: 167775

Applicant : Mr Ajay Agrawal

Objections : NO

Description of Development:

Loft conversion incorporating Juliet balcony, rooflights and dormer to side and rear.

Key designations:

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

Proposal

The proposal seeks permission for the formation of a side and rear dormer extension, a Juliet balcony to the rear elevation of the rear dormer extension, along with the insertion of two rooflight windows to the front roofslope. These alterations will allow for habitable accommodation within the existing loft space.

The host dwelling already benefits from a single storey side/rear extension that was granted planning permission under reference 87/01334/FUL. Permission has also been granted under 18/03906 for single storey rear extension and garage conversion to habitable space, which has yet to be built.

The proposed front rooflight windows will be inserted within the existing front roofslope of the host dwelling.

The proposed side dormer extension will be set fully within the existing side roofslope of the host dwelling. The front elevation of the side dormer will be set back from the front roofslope of the host dwelling by approx. 3m at the base of the dormer, and approx. 1.1m at the top. The structure will measure approx. 3.2m in width, and approx. 1.8m in height from the base of the dormer to the eaves of the roof. The roof will be fully hipped to the front, rear and flank elevations, and the ridge will be set approx. 0.9m below the main ridge of the host dwelling.

The rear dormer extension will be set fully within the confines of the rear roofslope of the host dwelling. This element will measure approx. 3.6m in width, approx. 2.1m in height from the base of the dormer to the eaves of the roof, and will have a

hipped roof to the side and rear elevations, with the ridge of the roof being set approx. 0.9m below the ridge of the main roof of the dwelling. The rear dormer will incorporate a Juliet balcony to serve the French doors in the rear elevation.

The rooflight windows will be inserted in the front roofslope. The top of each rooflight window will be set approx. 0.6m below the ridge of the roof of the main dwelling. The windows will measure approx. 1m in width by approx. 1.1m in length.

All materials to be used for the proposed extension will match the host dwelling.

The car parking arrangements on site will not change as a result of the current proposal.

Location and Key Constraints

The application site is located on the northern side of Petts Wood Road within the Petts Wood Area of Special Residential Character and hosts a semi-detached dwelling.

Comments from Local Residents and Groups

Nearby owners/occupiers were notified of the application and no representations were received at the time of the report being written.

Comments from Consultees

No consultations were required.

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 development plan for Bromley comprises the Bromley Local Plan (BLP) (January 2019) and the London Plan (March 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

Local Plan

- 6 Residential Extensions
- 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 historical planning history relating to the application site which can be summarised as follows:

87/01334/FUL - single storey side/rear extension granted.

More recently, permission was refused under 18/00412 for garage conversion, single storey rear and side extensions and loft conversion for the following reasons:

1. The proposed single storey side/rear extension would, by reason of its excessive rearward projection within close proximity to the eastern property boundary, have a seriously detrimental effect on the residential and visual amenities, and daylighting afforded to, No.146, along with the prospect which the occupants of that dwelling might reasonably expect to be able to continue to enjoy, contrary to Policies BE1 and H8 of the Unitary Development Plan and Policy 37 of the emerging Local Plan;
2. The design and bulk of the proposed roof alterations, involving as it does substantial alterations to the existing roof line of the property, would be detrimental

to the symmetrical appearance of this pair of semi-detached houses, would detract from the character of the host building, and would harm the character and appearance of this part of the Petts Wood Area of Special Residential Character, contrary to Policies BE1 and H10 of the Unitary Development Plan and Policies 37 and 44 of the emerging Local Plan; and

3. The proposed roof development would give rise to an unacceptable degree of overlooking and loss of privacy and amenity to the occupiers of neighbouring dwellings, contrary to Policies BE1 and H8 of the Unitary Development Plan and Policies 6 and 37 of the emerging Local Plan.

A certificate of lawfulness application was refused under 18/03907 for Part hip to gable loft conversion with rooflights to front and rear dormer with Juliet balcony for the following reason:

- o The Land at Petts Wood Area of Special Residential Character Article 4 Direction requires planning permission to be sought for any alteration or addition to any front roofslope (that facing the public highway) that would otherwise have been permitted by Class B or Class C of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015. The site is within the area covered by this Article 4 Direction. The front roof slope of the dwellinghouse would be altered by the part hip to gable roof enlargement and the insertion of rooflights to the front roofslope, therefore the proposal would require planning permission.

A full planning application was granted under 18/03906 for Single storey rear extension and garage conversion to habitable space.

Considerations

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

- o Principle
- o Design
- o Neighbouring amenity
- o Highways

Principle

The site lies within an urban and built up residential area where there is no objection in principle to new residential extensions subject to an assessment of the impact of the proposal on the appearance/character of the building, the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implication.

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 BLP 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 roof alterations would be sympathetic to the host dwelling, would not constitute bulky additions that would unbalance the pair of semi-detached dwellings that the host property forms part of, and as a result, the proposal is not considered to have a negative impact upon the streetscene or the wider ASRC in general.

The design and bulk of the proposed roof alterations as part of the previously refused application 18/00412, involving as it did substantial alterations to the existing roof line of the property, was considered to be detrimental to the symmetrical appearance of the pair of semi-detached houses, which would detract from the character of the host building, and would harm the character and appearance of the Petts Wood Area of Special Residential Character, thereby contrary to adopted planning policy.

The current application has removed the roof enlargement in favour of side and rear dormer extensions along with rooflights in the front roofslope of the original roof of the host dwelling. The side dormer extension will be visible from the roadside, however the front elevation of it would be set back a significant distance from the front elevation of the host building which will help to minimise the overall impact of the dormer upon the character of the host dwelling, and will ensure that the resulting appearance of the property from the front will appear subservient to the host dwelling and within the streetscene in general.

The rear dormer extension has been designed to be set fully within the confines of the original roof of the host dwelling. The overall design of the rear dormer extension is not considered to result in a detrimental impact upon the host dwelling, and it will not be visible from the front of the property. Given the proposed materials would match the existing roof tiles, along with its siting fully to the rear of the property, it is considered on balance that the rear dormer itself would not significantly harm the appearance of the host dwelling nor the character of the area of special residential character that the property lies within.

In addition, subject to the design of the proposed rooflights, these elements of the proposal would not necessarily cause harm to the host property or the wider street scene due to their deminimus nature in relation to the area of the roof slope.

It is therefore considered that the overall design and appearance of the current scheme would be in keeping with the character of the host dwelling, and would not detract from the overarching design of properties within the area, nor would it impact detrimentally upon the ASRC. In addition, it is considered that the refusal ground relating to the roof alterations in the previously refused scheme has been overcome.

Neighbouring amenity

Policy 37 of the BLP 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 and siting of the development, it is considered that the impact of the side and rear dormer extensions will not have a detrimental impact upon the residential and visual amenities of the occupiers of neighbouring dwellings. Concerns were raised with regard to the previously refused application (18/00412) by reason of the proposed roof development resulting in an unacceptable degree of overlooking and loss of privacy and amenity to the occupiers of neighbouring dwellings, contrary to adopted planning policy.

It is considered that the removal of the roof enlargement from the current scheme, and the subsequent reduction in size and bulk of the rear dormer extension now currently proposed, has overcome the previous refusal ground such that the amenities of the occupiers of neighbouring dwellings will no longer be harmed.

The development as a whole will not have an adverse impact upon the properties to the rear of the application site due to the degree of separation between the position of the dormer extensions and the rear elevations of the properties to the rear.

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 BLP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the BLP should be used as a basis for assessment.

The current parking layout to the front of the property will not alter as part of the scheme, therefore there will be no impact upon highways conditions.

CIL

The Mayor of London's CIL is a material consideration, however 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. The proposed side and rear dormer extensions, along with front rooflight windows, would not result in a significant loss of amenity to local residents nor impact detrimentally on the spatial standards of the site or wider area, nor upon the general character of 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 BE GRANTED

- 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 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 37 of the Bromley Local 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 37 of the Bromley Local Plan and in the interest of the visual and residential amenities of the area.