

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

Application No : 18/04979/FULL6

Ward:
Petts Wood And Knoll

Address : 33 Hollingworth Road Petts Wood
Orpington BR5 1AQ

Objections: Yes

OS Grid Ref: E: 543671 N: 166973

Applicant : Mr Stephen Brown

Description of Development:

Part one/two storey side/rear extension.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Sites of Interest for Nat. Conservation
Smoke Control SCA 8

Proposal

Planning permission is sought for a part one/two storey side and part one/two storey rear extension.

The back (0.5m) of the existing attached garage and the shower and utility room behind would be replaced by the proposed single storey side extension; the side wall of the garage would be rebuilt. The proposed side extension would align with the rear elevation of the dwelling on the outside of the semi-detached pair of houses and would lie in a distance of approximately 1m from the shared boundary with the adjoining dwelling at No. 31 and would be 1.9m wide increasing to 2.25m. The proposed first floor side extension would be above the single storey side element and 2.25m in width. This element would be set back from the main front elevation by 2.2m and would be characterized by 7.3m high mono-pitched roof. One window would be inserted on the front elevation at the first floor level, two windows and door on the flank wall at the ground floor level and one bathroom window at the first floor level.

The proposed single storey rear extension would be 3m deep on the boundary with No 35, would be 3.7m wide and would be characterized by 3.8m high mono-pitched roof with a flat top. The proposed two storey rear extension would be sited in the distance of 1m from the shared boundary with No31 would be 4.4m wide, 4m deep and would be characterised by gabled roof, 7.3m high to the pitch. French doors and a large window are proposed at the rear elevation at the ground floor level and one window (matching with existing) at the first floor level.

The proposed extensions would provide a utility, a cloak room and a kitchen/dining at the ground floor level and a bathroom and a master bedroom en suite at the first floor level.

Location and Key Constraints

The application site comprises a two storey semi-detached dwelling with a detached garage on the side adjacent to the boundary with No 31. The site lies on the southern side of Hollingworth Road and benefits from off-street parking and a rear garden with the Green Belt behind.

The properties along Hollingworth Road share a regularity and consistency of appearance enhanced by the spacious front gardens of well set back properties. There are some examples within area where the similar side/rear extensions have been implemented (Nos 4, 6, 9, 11, 14, 19, 29, 37 and 45).

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:

- An elderly lady, registered housebound, who lives in the neighbourhood to the north-west, believed she needs the assistance from the case officer (which was promised and provided) due to her age and conditions. She is afraid she doesn't understand what is proposed and worries of the loss of light to her living room.

Comments from Consultees

Highways:

The development will result in loss of one parking space by conversion of the garage to a habitable accommodation. However, there are spaces available within the site's curtilage which would be utilised for parking. Therefore on balance as it is a small development I raise no objection to this proposal.

Please include a condition requiring the car parking layout to be completed in accordance with the approved plans.

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 (January 2019), 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

Bromley Local Plan

- 6 Residential Extensions
- 8 Side Space
- 37 General Design of Development

Supplementary Planning Guidance

- SPG1 - General Design Principles
- SPG2 - Residential Design Guidance

Planning History

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

Considerations

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

- Design
- Highways
- Neighbouring amenity
- 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 Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Hollingworth Road is characterised by semi-detached dwellings of almost identical appearance, well set back from the highway and with the Green Belt behind the rear gardens on the southern side of the road. Many houses have been extended to the side and to the rear; some have been the subject of first floor extensions. In general, the impression of spaciousness in the immediate locality has been protected by the retention of gaps at first floor level which afford views between the dwellings. The only exception is the neighbouring property No35 which has been extended to the side at the first floor level, abutting the share boundary with No37 at the both levels (no planning history), resulting in a cramped appearance and unrelated terracing.

The proposed side extension is set in from the shared boundary by 1m at the both levels only the existing garage is abutting this boundary. The proposed first floor side element would be set back from the main front elevation by 2.2m, and given the design of the extension to include a subservient mono-pitched roof, the space at first floor level would retain. Therefore it is not considered that this would have a detrimental impact on the visual amenity of the street scene. Policy 8 refers to the desirability of retaining space about buildings to safeguard the amenity of neighbouring residents, to prevent a cramped appearance and to avoid unrelated terracing. The proposed side element of the extension would be consistent with the other extensions to which the planning permissions have been granted.

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

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 transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

London Plan and Bromley Local Plan 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.

Highways have not raised an objection to the proposal subject to the condition requiring the layout as shown on the proposed plans to be carried out.

Neighbouring amenity

Policy 37 of the Bromley Local Plan 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. This is further supported by Policy 7.6 of the London Plan.

Concern has been expressed regarding the impact of the proposed development on the amenities of the occupants of the neighbouring property to the west (the counterpart of semis).

Given the depth of the proposed single storey rear extension projecting from the rear elevation of property No35 by 3m and its position to the east it is considered that it would not harm the amenities of this property as well as the proposed two storey rear element siting within a separation distance of 3.8m from the shared boundary with this property.

The proposed 4m deep two storey rear and two storey side extension would be siting within 1m distance from the boundary with No31 to the east. The impact of the development on this property would be mitigated by a difference of 0.5m between the ground level at application site and that of No31: the terrain drops down towards the application site. In addition No 31 benefits from a single storey side/rear extension of the similar depth as that proposed and given the separation distance of approximately 4m between proposed development and the rear elevation of the main building at No 31 it is considered that the proposal would not increase potential for loss of daylight and prospect to the rear of this adjoining dwelling.

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

Subject to the imposition conditions regarding the use and retention of obscure glazing to the first floor flank window it is not considered that an unacceptable loss of privacy to neighbouring dwellings would arise.

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 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.

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 of the Town and Country Planning Act 1990

- 2 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 interests of visual and residential amenity.

- 3 Before the development hereby permitted is first occupied the proposed flank bathroom window at the first floor level 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 shall subsequently be permanently retained as such.**

Reason: In the interests of protecting residential amenity in accordance with Policy 37 of the Bromley Local Plan

- 4 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.