

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

**Application No :** 18/04099/FULL6

**Ward:**  
**Bickley**

**Address :** 15 Golf Road Bickley Bromley BR1 2JA

**OS Grid Ref:** E: 543381 N: 168720

**Applicant :** Mr Cem Baris

**Objections :** YES

**Description of Development:**

Conversion of garage and erection of two storey side and rear extension and rear patio/terraces.

Key designations:

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

**Proposal**

Planning permission is sought for demolition of existing conservatory extension and erection of first floor side and rear extension; measuring approximately 7.2m in depth/projection, 2.5m in width and 4.6m in height (level with the existing ridge height) and a rear extension measuring approximately, and a part single storey/part two storey rear extension; measuring approximately 4.3m in depth, 12m in width and 3m in height (single storey element), and 2.85m in rearward depth and 12m in width and 5m to the eaves and 7.2m to the ridge height (two storey element) along with a raised rear patio area measuring approximately 103sqm and 0.5m in height above the ground level.

**Location and Key Constraints**

The application site is No. 15 Golf Road, Bickley, a detached post-war dwelling located on the northern side of the highway, close to the junction with Sanderson Square. The land slopes downwards away from the highway and the boundaries are marked by a mixture of close boarded fencing closest to the rear of the dwelling and hedges and other vegetation further away from the dwelling. The dwelling measures approximately 1.2m from the north western boundary with No. 13 and approximately 1.6m from the south eastern boundary with No. 17. The area is residential in nature and has a variety of dwelling types and styles and some of the neighbouring properties have been altered and extended. The application site does not lie within a Conservation Area or an Area of Special Residential Character.

**Planning History**

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

18/00083/FULL6 - Two storey side and rear extension and associated elevational alterations to the front elevation was refused on 20 April 2018 for the following reason(s). The Applicant does not appear to have appealed against the Council's decision.

1. The proposed extensions, by reason of their design, size and depth would result in a bulky and un-sympathetic form of development, failing to respect or complement the scale and form of the host dwelling, harmful to its character and appearance, contrary to Policies BE1 and H8 of the UDP (2006) and Supplementary Planning Guidance No 1 General Design Principles and No 2 Residential Design Guidance and draft Policies 6 and 37 of the emerging Local Plan.
2. The proposed rear projections, by reason of their overall size and excessive rearward projection would have a significantly adverse impact on neighbouring residential amenities, resulting in a loss of outlook, prospect and undue visual impact, thereby contrary to Policies BE1, and H8 of the Unitary Development Plan (2006) and Supplementary Planning Guidance No 1 and 2 and draft Policies 6 and 37 of the emerging Local Plan.

### **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 makers 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 London Plan (March 2016) and the Bromley Local Plan (January 2019). Since the previous decision 18/00083/FULL6 the Bromley Unitary Development Plan (2006) has been replaced by the Bromley Local Plan (2019). Notwithstanding this the previous scheme was determined in relation to both the former UDP Policies and the now formally adopted BLP Policies and therefore the Development Plan Policies remain consistent. The NPPF does not change the legal status of the development plan.

The application shall 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  
30 Parking  
37 General Design of Development  
73 Development and Trees

### Supplementary Planning Guidance

SPG1 - General Design Principles  
SPG2 - Residential Design Guidance

### **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

- o The proposed first floor element(s) would lead to the same issues in the previous proposal(s);
- o Nos. 13 and 17 Golf Road have similar rear extension(s) which are more modest in rearward projection than that proposed at No. 15,
- o The proposal would be out of keeping with the size and character of existing dwellings in this part of Golf Road,
- o The proposal rearward depth (although reduced) would extend beyond the flank wall of No. 17 and would be overbearing and overshadowing to the neighbouring occupiers (and those in No. 13); detracting from outlook and blocking sunlight,
- o The proposal would detract from neighbouring property values,

### **Comments from Consultees**

Highways: The proposal involves the extension to the existing hard surfacing to accommodate 2 cars in accordance with the Council's parking standards and there is no objection subject to a condition requiring the car parking spaces to be implemented in accordance with the details already provided in the application documents.

### **Considerations**

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

- o Resubmission
- o Design and landscaping
- o Neighbouring amenity
- o Highways
- o CIL

### Resubmission

The current proposal differs from the previous proposal as it has a reduced rearward depth from between 4.0m-5.5m in the previous scheme to a consistent 4.3m in the current scheme (at single storey level) and from 4.0m in the previous scheme to 2.85m in the current scheme (at first floor level). The current proposal is therefore materially different from the previous scheme and shall be assessed accordingly on its merits.

The resubmission proposal has also been amended since its initial submission including the following changes and the application is assessed on this basis:

- o Hipped ended roofs to the front projecting gable features,

- o Removal of glazing to the front projecting gable features,
- o Removal/reduction in size/number of front roof light windows,

### 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 Policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The main alteration arising from this proposal would be the removal of the existing front dormer window, the replacement of the cat-slide roof with the side roof extension and the erection of the front and rearward projections and single storey rear extension. The existing forward projecting hipped ended element to the left hand side of the front elevation would remain and the proposed forward projecting element to the right hand side of the front elevation would essentially replace the existing smaller dormer window above the front door. Overall and in this regard the proposed additions would continue to allow the building to appear as a chalet style dwelling with roof additions rather than as a full two storey dwelling when viewed from the front. The hipped roofs would thereby also respect the existing hipped roofed character of the existing building and this would complement the other neighbouring and nearby dwellings which also have hipped roofed designs. The existing dwelling already has a two storey appearance from the rear which would similarly be respected in the current proposal, albeit with rearward projecting elements which would be glimpsed along the sides of the dwelling at oblique angles, it would not appear prominently within the street scene and as such would not detract from the wider appearance of the area in this respect. In addition to this the currently proposed additions would remain subservient in footprint, height and overall form to the existing dwelling. It would retain the existing degree of separation from the side flank boundaries, as in the case of the previously refused scheme where no objection was raised in relation to Bromley Local Plan Policy 8 Side Space. However in contrast to the previously refused scheme, which was concluded to have an excessive depth and cumulative bulk, the current proposal would have hipped roofed front projections in place of the previously proposed gable ended roof formations and it would have a reduced rearward depth particularly at first floor level. This would reduce the physical bulk and mass of the extensions and this would improve the spacing around the resulting building. On this basis, the resubmission would not appear bulky or dominant and it would not result in an overdevelopment of the site or appear cramped in relation to the site boundaries and surrounding buildings.

Having regard to the form, scale, siting and proposed materials it is considered that the proposed extension(s) would complement the host property and would not appear out of character with surrounding development or the area generally. For these reasons the current proposal is considered to have overcome the first reason for the refusal of the previous scheme 18/00083/FULL6.

### 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 also supported by Policy 7.6 of the London Plan.

As mentioned above the previously proposed scheme was concluded to be overly bulky and its rearward depth would have been detrimental to the outlook of the neighbouring properties. However the resubmission would have a reduced overall depth; measuring approximately 2.3m at two storey level and another 1.5m (total 3.8m) beyond the nearest part of the neighbouring rear elevation at No. 17 and approximately 3m at two storey level and another 1.5m (total 4.5m) beyond the nearest part of the neighbouring rear elevation at No. 13.

The single storey rear element would decrease from 5.2m in maximum depth (adjacent to No. 17) in the refused scheme to 4.3m across the full width of the property in the current scheme. It would increase from 4m in depth (adjacent to No. 13) in the refused scheme to 4.3m in the current scheme. However notwithstanding the increased 0.3m in depth it would project beyond the neighbouring rear extension at No. 13 by only 0.7m and given that it would be only single storey in height the additional depth would not have a significant additional impact. Having regard to the overall reduced depth of the extension(s) the separation distances from neighbouring properties, the overall siting, orientation and scale of the development would not be significantly harmful to the neighbouring dwellings and their amenity spaces with particular regard to light, outlook and prospect.

The main outlook would continue to be to the front and rear where there would be no significant arising from any additional overlooking over and above that which already exists. The proposed ground floor side flank windows and doors would not offer significant opportunity for additional harmful overlooking. The upper floor side flank windows would serve en-suite bathrooms (i.e. non-habitable rooms) and these could be fitted with obscure glazing and restricted opening in the interest of preserving neighbouring privacy without detracting from the living environment for the future occupiers. Subject to the imposition of conditions regarding the use and retention of obscure glazing to the upper floor side flank en-suite bathrooms it is not considered that an unacceptable loss of privacy to neighbouring dwellings would arise.

### 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 and Brick Local Plan should be used as a basis for assessment.

The proposal would remove the existing integral garage space, however it also involves the extension to the existing hard surfacing to accommodate 2 cars, this would accord with the Council's parking standards and providing that this parking is provided in accordance

with the submitted plans (which could be managed by planning condition) there would be no objection from the Council's Highway Department.

### 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. On this basis the proposal has overcome the reasons for the refusal of the previous scheme and it is therefore recommended that planning permission is granted.

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 14.01.2019**

**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 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 the interests of visual and residential amenity and in order to comply with Policy 37 of the Bromley Local Plan.**
- 3** 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 the interest of the appearance of the building and the visual amenities of the area and in order to comply with Policy 37 of the Bromley Local Plan.**
- 4** No windows or doors shall at any time be inserted in the upper floor north west and south east facing elevations or roof slopes of the development hereby permitted apart from those expressly authorised by this permission or unless otherwise agreed in writing by the Local Planning Authority.  
**REASON: In the interest of the amenities of the adjacent properties and in order to comply with Policies 6 and 37 of the Bromley Local Plan.**
- 5** Before the development hereby permitted is first occupied the proposed upper floor south east facing windows serving the en-suite bathrooms; 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 as such.

**REASON:** In the interest of the amenities of the adjacent properties and in order to comply with Policies 6 and 37 of the Bromley Local Plan.

- 6** Before commencement of the use of the land or building hereby permitted parking spaces and turning space shall be completed in accordance with the details as set out in this planning permission 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 indicated or in such a position as to preclude vehicular access to the said land.

**REASON:** 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 and in order to comply with Policy 30 of the Bromley Local Plan.

You are further informed that:

- 1** The applicant is reminded of their requirements and responsibilities according to The Party Wall etc. Act 1996. Further details can be found at the following address:  
[https://www.planningportal.co.uk/info/200187/your\\_responsibilities/40/other\\_permissions\\_you\\_may\\_require/16](https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/16)