

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

Application No : 19/01440/FULL6

Ward:
Shortlands

Address : 135 Durham Road Shortlands Bromley
BR2 0SP

Objections: Yes

OS Grid Ref: E: 539652 N: 168835

Applicant : Ms A Leonti

Description of Development:

Construction of two storey side extension and single storey rear extension, hip to gable loft conversion with rear dormer and replacement of detached garage

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 9

Proposal

The application seeks permission for the erection of a two storey side extension and single storey rear extension, hip to gable loft conversion with rear dormer and replacement of detached garage.

The single storey rear extension would have a depth of 2.3m and width of approx. 6.5m. Its roof would be pitched with a maximum height of 3.6m and eaves height of approx. 2.6m.

The proposed two storey side extension would replace the existing single storey side element, and would match its footprint with a depth of approx. 8.8m. The flank wall would follow the boundary of the site which angles towards the rear of the dwelling, so that the extension would reduce in depth towards its rear. The extension would wrap around the front at first floor level, replacing the existing front balcony.

The roof of the side extension would link into the roof alterations proposed, with the existing roof being enlarged to extend across the entire resulting dwellinghouse to form a gable end feature, matching the ridge and eaves height of the existing dwelling. An additional front gable feature would also be included to the front elevation of the extension. A rear dormer is also proposed in the rear roof slope with a width of 5.2m.

The existing garage to the rear of the site would be replaced with a new garage, which would measure approx. 6.1m in depth and 3.2m in width. It would feature a gabled roof with a ridge height of 4.2m and eaves height of 2.6m.

Location and Key Constraints

The application site hosts a two storey end of terrace dwelling located on the western side of Durham Road. The site is adjacent to a rear access road which provides access to rear garages for properties on Durham Road and Queen Anne Avenue.

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

- Concern with windows in North East elevation and will overlook property on Queen Anne Avenue.
- Concern over access to garage, car and garden during construction work.
- Assumed scaffolding will have to be erected in the alleyway denying car access.
- Extension should not impede on the right of way along the access road to the garages.

Comments from Consultees

Highways: No 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 24 July 2018 and updated on 19 February 2019.

The development plan for Bromley comprises the Bromley Local Plan (Jan 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

6.13 Parking
7.4 Local character
7.6 Architecture

Bromley Local Plan

6 Residential Extensions
8 Side Space
30 Parking
32 Road Safety
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;

- 87/00387/FUL - First floor balcony at front - Permitted
- 96/01225/FUL - Satellite dish in rear garden - Permitted

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.

The proposed extensions are not considered excessive in their scale or bulk given the modest width of the two storey side extension and the modest depth of the single storey rear extension. The first floor front element would not project beyond the front of the existing dwelling and would feature a front gable that would mirror the existing front gable to the property. The proposed extensions would square-off the host dwelling to the front/side, and its design including the proposed materials is considered to complement the host property.

Policy 8 normally requires a minimum separation of 1m between the flank elevation and property boundary for an extension of two or more storeys in order to protect the spatial standards of the area and the overall character of the streetscene. The extension would abut the flank boundary and would not provide a 1m side space to the flank boundary of the site. However, the site adjoins an access road which itself adjoins the rear boundaries of properties facing onto Queen Anne Avenue. This provides a significant separation between the proposed extension and other nearby properties which would prevent any unrelated terracing from occurring and would protect the spatial standards of the area. Therefore, it is considered that the extension would not conflict with the aims of Policy 8.

With regards to the roof alterations, there a number of other hip to gable extensions within the street and therefore the gable roof design would not appear unduly out of character, particularly given that the host dwelling is an end of terrace property. The proposed rear dormer would not project the full width of the dwelling and would be set below the ridge height of the roof, and it is therefore considered that this would not detract from the appearance of the host dwelling or the character of the area in general.

The proposed garage would replace an existing garage to the rear of the site. Whilst it would result in an increase in the scale of the garage, it is not considered that its enlargement would appear excessive in its bulk and there are other similarly sized garages within the area. Its design including its external brickwork finish is considered in keeping with the 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.

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 Bromley Local Plan should be used as a basis for assessment.

The application would result in the replacement of the existing garage to the rear of the site. The proposed garage would have a larger footprint (by approx. 1m in depth) and would therefore not result in the loss of any parking spaces to the site. Furthermore Highways Officers have raised no objections regarding its size or siting with regards to access and it is therefore considered that the proposal would not result in any adverse impact on highway safety.

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.

The proposed single storey rear extension would have a modest depth of 2.3m, and its flank elevation would be slightly inset from the boundary with No.133. Therefore it is considered that the extension would not result in a significant detrimental impact upon the amenities of this neighbour by way of loss of light or outlook. The two storey side extension would not project beyond the rear of the dwelling, and given the scale and siting of the roof alterations it is not considered that these would impact significantly upon the amenities of this neighbour. Any opportunities for overlooking resulting from the windows of the rear dormer would not be considered above that of the existing first floor rear windows.

With regards to other nearby neighbours, given the scale of the extension and the significant separation distances between the properties it is not considered that any loss of light or outlook would occur. The rear dormer would not result in increased opportunities for overlooking above that which already exist from first floor level. The main concern would be with regards to overlooking from the second floor flank window given that these would face towards the rear of properties on Queen Anne Avenue. The window would serve a staircase only and therefore subject to the imposition of a condition to ensure that this windows is obscure glazed it is not considered that any unacceptable loss of privacy to neighbouring dwellings would arise.

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

It is noted that representations have been received from nearby residents which have raised concerns regarding the works and scaffolding preventing access to

their right of way along the access road which provides vehicular access to garages at the rear of their properties. Whilst these concerns are noted, these do not form a material planning consideration and would be a private matter outside of the planning process.

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 20.06.2019

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 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 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 37 of the Bromley Local Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 4 Before the development hereby permitted is first occupied the proposed window in the first floor flank elevation 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 in accordance as such.

Reason: In the interests of the amenities of nearby residential properties and to accord with Policies 6 and 37 of the Bromley Local Plan