

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

**Application No :** 19/03085/FULL6

**Ward:**  
**Bickley**

**Address :** Flat 4 Quennells Vale Road Bickley  
Bromley BR1 2AL

**Objections:** Yes

**OS Grid Ref:** E: 543007 N: 169424

**Applicant :** Mr R Fee

**Description of Development:**

Two storey front extension, including loft and elevational alterations

Key designations:

Area of Special Residential Character  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 10

**Proposal**

Permission is sought for a two storey front extension including loft and elevational alterations.

The proposed extension would project 2m from the eastern elevation of the property (fronting Vale Road) and would span the full width and height of the host building.

**Location and Key Constraints**

The application relates to a three storey detached building (including loft) located on the western side of Vale Road. The area is residential by nature, characterised by large two and three storey residential properties. The building is not listed but is located in the Bickley Area of Special Residential Character which is valued for its spacious residential developments with large houses sited within substantial plots. It is also located within the following:

- Area of Special Residential Character
- Biggin Hill Safeguarding Area
- London City Airport Safeguarding
- Open Space Deficiency
- Smoke Control

## **Comments from Local Residents and Groups**

Nearby owners/occupiers were notified of the application and their responses are summarised below.

General comment:

- Proposed extension to the building will extend beyond the building line of the other properties on that side of Vale Road
- Would also expect any upgrade to the parking not to fall outside existing the property boundary

Support comment:

- Welcome the new front elevation as it aesthetically is an improvement
- Trust the parking to the front of the property will be used and off road parking will be reduced
- Hope traditional windows and doors used so building blends better than it currently does
- Will enhance the look of the property
- Existing frontage is out of character with the building and other properties on the street
- Assumption that planning was subject to use of traditional materials that match the adjoining building

## **Comments from Consultees**

Highways:

According to Transport for London's (TfL) Planning Information Database the site has a PTAL rating of 2 which is defined as relatively poor.

Vale Road is an un-adopted highway. It is narrow and on road parking can be a road safety hazard. The 4 existing flats have 2 garages and some parking within site curtilage. Two parking spaces would be lost as a result of conversion of existing garages and it was not clear how the site curtilage would be used for parking.

Revised plans have now been submitted that show there will be 3 parking spaces for Flats 1, 2 and 3 and 2 parking spaces for Flat 4. Accordingly no objection to the application is raised from a highways point of view.

It is suggested to include the following with any permission:

Condition

OC03 (Satisfactory Parking)

AG11 (Refuse storage)

AG12 (Cycle parking)

AG13 (Lighting scheme for access/parking)

AG24 (Highway Drainage)

Non Standard Condition

No loose materials shall be used for surfacing of the parking and turning area hereby permitted

Informative

DI16 (Crossover)

Non standard informative

Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant."

## **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 (2016)

7.4 Local character

7.6 Architecture

Bromley Local Plan (2019)

6 Residential Extensions

8 Side Space

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**

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

An application for the use of garage building adjoining Quennells without complying with condition attached to permission was permitted under reference 90/00498/OTH in 1990

An application for a pitched roof extension was permitted under reference 01/02235/FULL1 in 2001

An application for French doors to rear dormer was refused under reference 04/02347/FULL6 in 2004

An application for replacement window to rear dormer was permitted under reference 04/03802/FULL6

An application to reduce secondary stem over garden of 12A Denbridge Road was granted consent under reference 09/02049/TPO in 2009

An application for a double storey front extension was withdrawn under reference 19/00144/FULL1 in 2019

## **Considerations**

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

- o Design
- o Highways
- o Neighbouring amenity

### **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.

Paragraph 127 of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area, are not just for the short term but over the lifetime of the development, and are visually attractive and sympathetic to the local character and history, including the surrounding built environment and landscape setting. It also seeks to ensure that developments establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live.

London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. Policies 7.4 and 7.6 seek to ensure that developments respect the pattern of existing spaces and streets and complement the local architectural character. Similarly, policies 6 and 37 aim to ensure that new developments are of good architectural quality and respect the scale, spaces and form of the host property as well as developments in the wider area.

The main considerations for this application with regards to design and scale relate to the impact the proposed extension would have on the appearance of the street scene and the character of the local area. This is a particularly important consideration as the application site is located within the Bickley Area of Special Residential Character which is valued for its spacious environment and large properties sited within substantial curtilages.

The eastern elevation of the existing property fronts Vale Road and has two ground floor garage doors with the entrance door sited in the southern elevation. As a result, the application property appears visually out of keeping with other properties in the vicinity. The application proposes to bring the building more into line with the surrounding properties by relocating the front entrance door to face Vale Road and to replace the two garage doors with large windows similar to the existing windows on the host property.

Despite the elevational alterations, the main front facing gable which forms a prominent part of the eastern elevation would be maintained as would the two side dormer windows. It is therefore considered that the proposed development would be in keeping with character of the original property and would complement development in the wider area.

The site is flanked, to the south, by the Quennells building and to the north by the rear garden of 12b Denbridge Road. A 1m side space is maintained to the south but the extension is built up to the northern side boundary to which policy 8 of the BLP would apply. It is noted that, the presence of the term 'normally' in the body of BLP policy 8 strongly implies, a need for discretion in the application of having regard to several factors including the characteristics of the site and its surroundings, the precise nature of the proposal and the objectives of the policy as set out in the explanatory text.

In this case, the proposed extension continues along the existing building line which currently adjoins the northern side boundary and therefore does not reduce the high spatial standards in the area. Additionally, the site is bordered by a substantial rear garden, to the north, so would not cause a cramped appearance or unrelated terracing.

Moreover, it would bring the building's footprint more into line with the properties in the locality and the modest 2m projection would not compromise the spacious residential developments that characterise the area.

With regards to proposed materials, the application states that all materials used on the external surfaces would match those used on the original building. It is therefore considered that the character of the original building would be preserved.

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.

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

Vale Road is an un-adopted highway and any increase in on road parking could create road safety concerns. The application shows that the two garage spaces lost as part of the proposed development would be replaced and sited within the front curtilage of the property. The council Highways Officer therefore raised no objections to the proposed development from a highways perspective and recommended various conditions with any permission to ensure that adequate and well-lit space is provided for vehicle and cycle parking, refuse storage and that the parking area is paved with appropriate materials.

## 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.

The application site projects 3m beyond the neighbouring property to the south (Quennells development) and is bordered, to the north, by the rear garden of 12b Denbridge Road. The proposed extension would therefore project approximately 5m beyond the primary elevation of the adjacent building, however, the application property is sited to the north of Quennells meaning there is unlikely to be a substantial impact to amenities with regards to loss of light, outlook or overshadowing.

Moreover, the application does not propose any flank facing windows and the proposed fenestration arrangement would provide identical views to the existing. It is therefore considered that there would be no additional impact with regards to loss of privacy or overlooking.

Therefore, having regard to the scale, siting, separation distance, orientation, 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.

#### 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:

#### **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 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.**

- 4 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 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 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 30 of the Bromley Local 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.

**5 (a)** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works

**(b)** The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** In order to comply with Policy 37 of the Bromley Local Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects

**6 (a)** Details of arrangements for bicycle parking (including covered storage facilities where appropriate) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works

**(b)** The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** In order to comply with Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

**7 (a)** Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works.

**(b)** The approved scheme shall be self-certified to accord with BS 5489 - 1:2003

**(c)** The lighting scheme as shall be implemented in full accordance with details submitted under Part (a) before the development is first occupied and the lighting shall be permanently retained thereafter.

**Reason:** In order to comply with Policies 30 and 37 of the Bromley Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

**8 (a)** Surface water from private land shall not discharge on to the highway.

**(b) Prior to the commencement of above ground works details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority.**

**(c) Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the details approved under Part (b) and shall be retained permanently thereafter.**

**Reason: To ensure satisfactory implementation of the surface water drainage proposals can be secured before additional pressure is placed on existing arrangements and to accord with to London Plan Policy 5.13 Sustainable Drainage and Policies 115, 116 and 117 of the Bromley Local Plan**

**9 No loose materials shall be used for surfacing of the parking and turning area hereby permitted**

**Reason: In the interest of pedestrian and highway safety and to accord with Policy 32 of the BLP (2019)**

**You are further informed that :**

**1 With regard to the laying out of the crossover(s) and or reinstatement of the existing crossover(s) a Vehicle Crossover Application will need to be made to the Highway's Department. The application fee is a non-refundable £100 pounds and the forms can be found through the webpage**

**[https://www.bromley.gov.uk/info/200083/roads\\_highways\\_and\\_pavements/279/access\\_to\\_your\\_drive\\_crossovers\\_dropped\\_kerbs/2](https://www.bromley.gov.uk/info/200083/roads_highways_and_pavements/279/access_to_your_drive_crossovers_dropped_kerbs/2)**

**2 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant**