

## **SECTION '1' – Applications submitted by the London Borough of Bromley**

**Application No :** 19/03380/FULL6

**Ward:**  
**Penge And Cator**

**Address :** 37 Woodbastwick Road Sydenham **Objections: Yes**  
London SE26 5LG

**OS Grid Ref:** E: 536046 N: 171089

**Applicant :** Mrs David Snowdon

### **Description of Development:**

Demolition of garage, single storey side and rear extension

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 25

### **Proposal**

Permission is sought for the demolition of a garage and the erection of a single storey side and rear extension. The proposed side extension would project 6.9m from the outer wall, have a depth of 11.5m and maximum height of 3.8m. The proposed rear extension would project a maximum of 3.9m from the rearmost wall of the host property and would be 4.6m wide. It would also have a maximum height of 3.9m.

### **Location and Key Constraints**

The application relates to a two storey semi-detached property located on the north western side of Woodbastwick Road. The building is not listed and is not located within any special designation. It is however located within the following:

- Biggin Hill Safeguarding Area
- London City Airport Safeguarding
- Smoke Control

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

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

Objections:

- Application wording is disingenuous, does not clearly contain notice of construction of extensions. No dimensions in drawings and no design intent statement

- Drawings do not show hip to gable and therefore not representative of the impact the over-development of this property will have. Too large and overbearing and would set poor precedent. Does not blend with main building in terms of style or materials
- Appearance of a bungalow infill. Space between buildings should be respected
- Would result in a discordant feature within the street scene
- Will result in reduction of sunlight, loss of privacy, loss of outlook and overshadowing and greater light pollution
- Inappropriate development of garden land. Nos 33, 37 and 39 suffered subsidence. Ground water run off concerns and concerned about a sewer being built over or diverted
- Properties at Knighton Park Road have right of way over where extension is proposed and therefore believe the application form to be incorrect
- Both applications will result in overdevelopment. Insufficient detail regarding measurement
- Initial development footprint could be used in future for an additional house in the road
- Concerned extension could be for commercial studio purposes with public/client access and ensuing parking pressures

More objections were received after the applicant submitted revised drawings. The responses are summarised below:

- Site layout plan for 63, 65 & 67 Broseley Grove shows foul water pipe and surface water pipe merge into two pipes running in direction of 37 Woodbastwick Road and will also cover two inspection points. Both pipes and inspection points should be accessible
- Objections regarding sewage and surface water drainage system have still not been addressed
- Same objections as stated previously
- New drawing submitted post permitted development consent for loft conversion. Would expect new drawings to show intended roof line
- New drawing does not meet design statement requirements. No detailed measurements. Pitch of the roof and height of the walls not specified
- Feel over time can be separated from main property, have a second storey added, creating a terraced infill property
- Proposed extension has floor area of circa 95 metres compared to existing house which is circa 88 square metres. Extension is disproportionate
- Rendered wall looks out of scale compared to the ratio of render to fenestration on the main houses
- Would meet need for commercial purposes either now or in the future

General comment from applicant:

- Loft extension will give extra bedroom. Downstairs extension for another front reception, kitchen diner and gym with adjoining shower room
- Extend into the underutilised section of garden to the side in-order to make good use of this space but to also retain the more usable garden to the rear.

### **Comments from Consultees**

Highways:

Remarks:

- The development will result in loss of garage space 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.

Recommendation:

- No objection; please include the following with any permission: OC03 (Car Parking)

### **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

30 Parking

37 General Design of Development

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

## **Planning History**

An application for a hip to gable loft conversion was granted a Lawful Development Certificate under reference 19/03250/PLUD in 2019

## **Considerations**

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

- Principle
- Design
- Highways
- Neighbouring amenity

### Principle

The application relates to the demolition of a lean-to garage and the erection of a single storey side extension. There are several other similar developments in the vicinity and there is an existing structure in place at the application site. It is therefore considered that the principle of development is acceptable.

Neighbours commented that the application wording does not accurately represent the proposed development. They also stated that the drawings lack sufficient detail and does not show the recently consented hip to gable loft conversion 19/03250/PLUD.

Given the number of representations received, it is considered that the description did not prevent neighbours from understanding or commenting on the application. National and local validation requirements explicitly state that drawings must show only the existing or proposed development and should not include any other proposed works, (for example permitted development not yet carried out). It also requires drawings to include an accurate scale and scale bar to assist with reading online and measuring the proposed dimensions.

The drawings meet the necessary requirements and are considered compliant with national and local validation requirements and representative of what is being proposed.

## 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 relates to how the proposed development would impact the character of the area and the appearance of the street scene. The proposed dimensions of the rear extension are considered modest and in keeping with other similar developments in the area. It would be sited well away from the flank boundaries and would appear subservient to the host building.

There is an existing structure to the side of the host dwelling that appears as a garage when viewed from the front elevation but has a lean-to roof and no flank wall. The proposed side extension would replace this structure, projecting an additional 1.1m from the flank wall of the main building whilst maintaining a 1.3m (approx.) separation from the boundary with 33 Woodbastwick Road.

Whilst the proposed side extension would constitute a large addition to the host property, the application dwelling, as identified in the drawings, does benefit from a large plot on the western side of the site. Moreover, the existing lean to structure already projects a considerable distance from the flank wall of the host property and an additional 1.1m projection is not considered to substantially increase any impact to the character of the property or the wider area. What's more, the height

of the proposed extension and roof profile is similar to the existing structure and would remain subservient to the host dwelling.

With regards to the proposed materials, the front elevation of the side extension would be rendered, with dark stained timber cladding to match the dark timber features on the host property in addition to double glazed windows and doors. The proposed materials, whilst not identical to those on the main building are considered to complement the timber accents on the host dwelling and to represent a more modern design.

Neighbour comments were received stating that the space between buildings should be respected and that the proposed development would have the appearance of a bungalow infill. However, a 1.3m (approx.) gap will be maintained from the boundary with 33 Woodbastwick Road. It is considered that the property would still appear as a semi-detached dwelling and that the marginal increase in projection would not substantially impact the appearance of the street.

Having regard to the form, scale, siting and proposed materials it is considered that the proposed extension 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, BLP and emerging draft Local Plan should be used as a basis for assessment

The Council's Highways Officer raised no objections to the proposed development. Although it would result in the loss of a parking space there is still space within the site's curtilage that can be used for parking.

Despite its appearance from the street, the existing structure is not a fully enclosed garage. Furthermore, the Council's Highways Officer stated that there are spaces within the site's curtilage which would be utilised for parking and therefore, on balance, raised no objections to the proposal. It is therefore considered that the proposed development is acceptable in Highways terms.

## 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 proposed side extension would project approx. 2m beyond the rear elevation of 33 Woodbastwick Road and would maintain a separation of approx. 1.3m from the common boundary whilst the proposed rear extension would be sited well away from both flank boundaries. It is therefore considered that the proposed development would not detrimentally impact the visual amenities of either immediate neighbour.

It is acknowledged that there may be some impact with regards to overshadowing due to the orientation of the application site in relation to 33 Woodbastwick Road. However, this is not considered to be substantial and is largely mitigated by the separation from the flank boundary and the modest projection beyond the rear elevation of no.33.

Comments raised by neighbours suggested that the proposed development would represent an inappropriate development of garden land, contrary to policy 3 of the BLP, and that the site would become overdeveloped as a result of the proposal. Additionally, neighbours stated that the extension could become separated from the main dwelling and be used for commercial purposes.

Whilst the scale of the proposed development is significant, the application site benefits from a substantial site curtilage which would not be detrimentally impacted as a result of the proposed development. Policy 3 of the BLP relates to new residential development on garden land and as the proposed extension would be ancillary to the main dwelling, it would not contravene any BLP policies. Although the application shows that the extension would be used for a gym and TV room there is a separate door that provides direct access to the front curtilage of the site and highway. A condition is therefore recommended with any permission to ensure the use remains ancillary to the host dwelling.

Further concerns were raised with regards to the impact on drainage and that the extension would build over land which properties at Knighton Park Road have a right of way over. However, neither of these matters are material planning considerations and did not inform the determination of this application. Furthermore, after undertaking a site visit, the case officer concluded that there are no obvious signs of a public right of way. Additionally, after reviewing historic photographic evidence there is no clear sign of a public right of way existing in the last 7 years.

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: 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 The additional accommodation shall be used only by members of the household occupying the dwelling and shall not be severed to form a separate self-contained unit.**

**Reason: In order to comply with Policies 6, 7 and 37 of the Bromley Local Plan, to ensure that the accommodation is not used separately and un-associated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings.**