

Committee Date	23.07.2020	
Address	57 Lakeside Drive Bromley BR2 8QQ	
Application Number	20/01525/FULL6	Officer - Seyi Obaye-daley
Ward	Bromley Common And Keston	
Proposal	Demolition of existing garage and construction of a part one/two storey side/rear extension incorporating an integral garage.	
Applicant	Agent	
Mr Graham Keepen	Mr David Mills	
57 Lakeside Drive Bromley BR2 8QQ	3 Mays Cottages Platt Common Platt Sevenoaks TN15 8JX	
Reason for referral to committee	Councillor call in	
Side Space	No	

RECOMMENDATION	Application Permitted
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<p>KEY DESIGNATIONS</p> <p>Area of Special Residential Character Biggin Hill Safeguarding Area London City Airport Safeguarding Smoke Control SCA 22</p>
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Representation summary	Neighbour letters sent 02/06/2020.	
Total number of responses		0
Number in support		0
Number of objections		0

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would not result in a harmful impact on the character and appearance of the area
- The character and appearance of the Area of Special Residential Character would be respected and the special and distinctive qualities would be enhanced
- The development would have no detrimental impact to highways in terms of its impact to on-street parking and road safety
- The development would not adversely affect the amenities of neighbouring residential properties

2 LOCATION

- 2.1 The application relates to a two storey semi-detached property located in the south-eastern corner of Lakeside Drive, adjacent to Rowan Walk.
- 2.2 The site is located within the Bromley Common Area of Special Residential Character.
- 2.3 The area is residential by nature, characterised primarily by detached and semi-detached two storey dwellings, though there are some properties that deviate from this form.



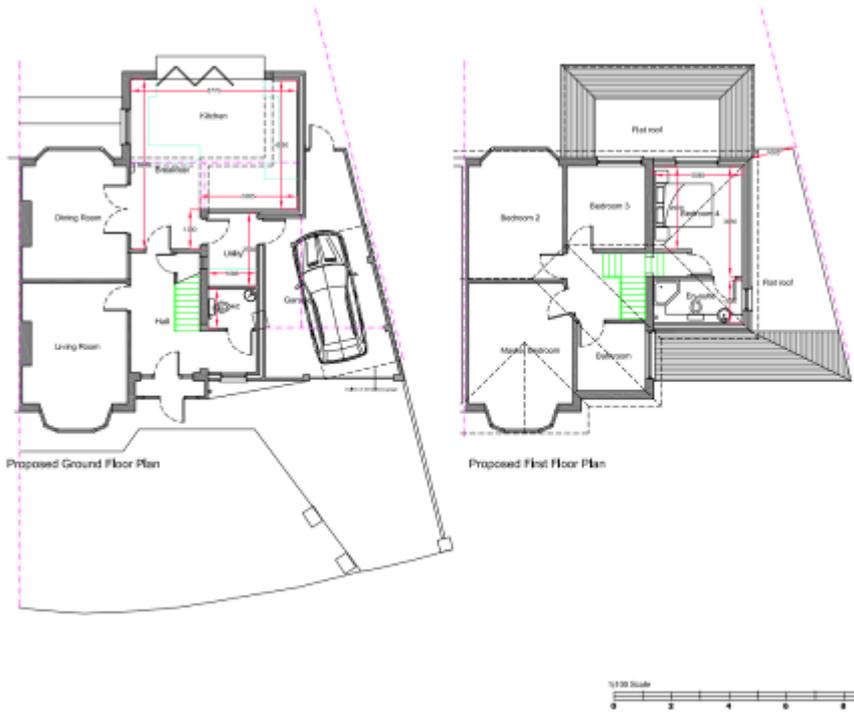


3 PROPOSAL

- 3.1 Planning permission is sought for demolition of the existing garage and the erection of a part one/two storey side and rear extension incorporating an integral garage.
- 3.2 The proposed first floor side extension would project 3.4m from the flank wall of the host property and would have a depth of 6.1m.
- 3.3 It would have a hipped roof set approx. 1.2m down from the ridge line of the main roof and would be set 2.4m back from the front elevation of the host building.
- 3.4 The existing detached garage building would be demolished and replaced with a side extension, projecting 6.8m from the flank wall of the host property.
- 3.5 It would incorporate an integral garage, would have a depth of 8.2m and height of 3.5m high, pitching down to 2.6m at the eaves.



DAVID WELLS ARCHITECTS <small>1100 Kings Road, London SW3 4DP, UK 020 8709 1000</small>			
CLIENT Mr Graham Keeper			
PROJECT Proposed extension to 57 Lakeside Drive Bromley, Kent BR2 8QG			
ISSUES Existing Floor Plans			
Scale	Date	Proj No.	Rev.
1:100	09/03/2023	M275/002	01



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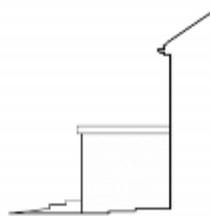
Existing Front (South West) Elevation



Existing Rear (North East) Elevation



Existing Side (South East) Elevation



Existing Side (North West) Elevation



DAVID WELLS ARCHITECTS Landscape and architectural design services www.davidwellsarchitects.co.uk			
CLIENT Mr Graham Rogers			
PROJECT Proposed extension to 37 LARROSA DRIVE BRANDY, NSW 2150			
DRAWING Existing Elevations			
Scale	Date	By Mr	Rev
1:100	09/04/20	DAVID WELLS	



Proposed Front (South West) Elevation



Proposed Rear (North East) Elevation



Proposed Side (South East) Elevation



Proposed Side (North West) Elevation



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4 RELEVANT PLANNING HISTORY

4.1 There is no recent or relevant planning history on this site.

5 CONSULTATION SUMMARY

A) Statutory

Highways – No objection

- The proposed garage is large enough to accommodate a vehicle.
- On balance due to the size of the application I would have no objection from a highway perspective.

6 POLICIES AND GUIDANCE

6.1 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.

6.2 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.

6.3 The development plan for Bromley comprises the London Plan (March 2016) and the Bromley Local Plan (2019). The NPPF does not change the legal status of the development plan.

6.4 The 'Intend to Publish' version of draft London Plan (December 2019) is a material consideration in the determination of this planning application.

6.5 The draft new London Plan was submitted to the Secretary of State (SoS) on 9 December 2019, following the Examination in Public which took place in 2019.

6.6 This is the version of the London Plan which the Mayor intends to publish, having considered the report and recommendations of the panel of Inspectors.

6.7 Where recommendations have not been accepted, the Mayor has set out a statement of reasons to explain why this is.

6.8 The London Assembly considered the draft new London Plan at a plenary meeting on 6 February 2020 and did not exercise their power to veto the plan

6.9 Ahead of publication of the final plan, the SoS can direct the Mayor to make changes to the plan.

6.10 This affects the weight given to the draft plan. At this stage, the Council's up-to-date Local Plan is generally considered to have primacy over the draft London Plan in planning determinations.

6.11 The application falls to be determined in accordance with the following policies:-

6.12 National Policy Framework 2019

6.13 The London Plan

- 6.13 Parking
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture

6.14 Draft London Plan

- D1 London's form and characteristics
- D4 Delivering good design
- D5 Inclusive design

6.15 Bromley Local Plan 2019

- 6 Residential Extensions
- 8 Side Space
- 30 Parking
- 37 General Design of Development
- 44 Areas of Special Residential Character

6.16 Bromley Supplementary Guidance

- Supplementary Planning Guidance 1 - General Design Principles
- Supplementary Planning Guidance 2 - Residential Design Guidance

7 ASSESSMENT

7.1 Design – Layout, scale – Acceptable

- 7.1.1 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.
- 7.1.2 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.
- 7.1.3 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.

- 7.1.4 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.
- 7.1.5 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.
- 7.1.6 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.
- 7.1.7 The main considerations for this application with regards to design and scale relates to how the proposed development would impact the character of the property and wider area.
- 7.1.8 There are a number of properties in the vicinity that have been extended including 62 Lakeside Drive which was also granted permission for a part one/two storey first floor side/rear extension (98/00706/FUL) and 15 Lakeside Drive which benefits from a two storey side addition (04/01463/FULL6).
- 7.1.9 Although, the proposed development would significantly increase the footprint of the building and add bulk to the host property, the first floor side addition has been designed to appear subservient to the host dwelling and would be set back from the front elevation of the property.
- 7.1.10 The ground floor projection, though substantial, would not appear wholly out of keeping with other properties along Lakeside Drive including 53, 62 and 72 Lakeside Drive and would complement the Area of Special Residential Character.
- 7.1.11 Policy 8 of Bromley Local Plan requires a space of 1m to be retained from the side boundary for the full height of a two storey development.
- 7.1.12 Whilst the ground floor element would not comply with this policy, at first floor level, a minimum gap of 1.6m is retained which increases to approx. 3.2m at the front as a result of the boundary alignment.
- 7.1.13 This separation at first floor level helps to retain the high spatial standards that exist in the area and ensures that there is little risk of unrelated terracing occurring.
- 7.1.14 The application states that the development would be clad with materials that match the existing therefore, 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.

7.2 Residential Amenity – Acceptable

- 7.2.1 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.
- 7.2.2 The first floor element of the proposed development would maintain a minimum of 1.4m from the common boundary with 59 Lakeside Drive.
- 7.2.3 There would be a flank facing window at first floor level serving the proposed bathroom.
- 7.2.4 Given there is no flank facing window at the neighbouring property to the east and it would be sited approx. 2m from the common boundary, it is considered there would be no substantial impact to neighbouring amenity with regards to loss of privacy or overlooking.
- 7.2.5 Similarly, the depth of the ground floor element at the common boundary would be similar to the garage at the adjoining neighbour to the east.
- 7.2.6 The ground floor element then steps 1.3m in from the boundary and projects an additional 2.8m to the rear.
- 7.2.7 It is considered that no substantial impact with regards to loss of light, outlook or overshadowing would arise as a result of the proposed development.
- 7.2.8 Having regard to the scale, siting, separation distance, orientation, existing boundary treatment of the development, it is considered that a significant loss of amenity with particular regard to light, outlook, prospect and privacy would not arise.

7.3 Highways – Acceptable

- 7.3.1 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.
- 7.3.2 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.
- 7.3.3 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

- 7.3.4 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.
- 7.3.5 The existing garage would be replaced with a garage that can accommodate a modern sized vehicle and there are further spaces available for car parking within the curtilage of the site.
- 7.3.6 Therefore on balance, no technical objections are raised from a highways perspective regarding the proposal in terms of its impact on the on-street parking and road safety.

8 CONCLUSION

- 8.1 Having regard to the above, the development in the manner proposed is acceptable in that it would preserve the character and appearance of the Area of Special Residential Character and not harm the amenities of neighbouring residential properties.
- 8.2 Conditions are recommended to secure materials that match the existing property, the development is built in accordance with the approved plans and that it is begun not later than 3 years from the date of this decision

as amended by documents received on 07.07.2020,
RECOMMENDATION: Application Permitted

Subject to the following conditions:

- 1. Standard time limit of 3 years**
- 2. Standard compliance with approved plans**
- 3. Matching materials**

Any other planning condition(s) considered necessary by the Assistant Director of Planning

Informatives - None