

<b>Committee Date</b>	04.02.2021	
<b>Address</b>	9 Crofton Road Orpington BR6 8AE	
<b>Application Number</b>	20/03612/FULL1	<b>Officer</b> - Susanna Stevenson
<b>Ward</b>	Farnborough And Crofton	
<b>Proposal</b>	Two storey side and single storey rear extensions, roof alterations/enlargement with conversion of existing/proposed loft to provide additional flat at first/second floor level and enlarged accommodation for the dental surgery at ground floor level	
<b>Applicant</b>	<b>Agent</b>	
Dr Gauri Mehra 9, Crofton Road Orpington BR6 8AE United Kingdom	Mr Thomas Feary 163C Stoke Newington Church Street London N16 0UL	
<b>Reason for referral to committee</b>	Controversial	<b>Councillor call in</b> No

<b>RECOMMENDATION</b>	Application Permitted
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<p>KEY DESIGNATIONS</p> <p>Biggin Hill Safeguarding Area London City Airport Safeguarding Open Space Deficiency Smoke Control SCA 14</p>
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<b>Land use Details</b>		
	Use Class or Use description	Floor space (GIA SQM)
Existing	Residential Flat (first floor)	61.6sqm
	Dental Surgery (ground floor)	68.7sqm
Proposed	Residential flats (first & roof floor)	136.3sqm
	Dental Surgery (ground floor)	131sqm

<b>Residential Use</b>					
	Number of bedrooms per unit				
	1	2	3	4 Plus	Total
Market	1	1			2
Affordable (shared ownership)					
Affordable (social rent)					
<b>Total</b>	<b>1</b>	<b>1</b>			<b>2</b>

<b>Vehicle parking</b>	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces	6	6	0
Disabled car spaces			
Cycle			

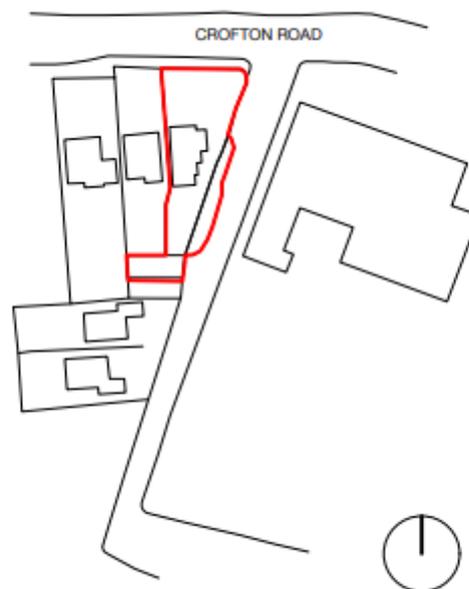
<b>Electric car charging points</b>	No information supplied.
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<b>Representation summary</b>	The application was advertised by way of a site notice which was posted on 16 <sup>th</sup> November and expired on 7 <sup>th</sup> December 2020.  15 letters were sent to neighbouring residents.
Total number of responses	6
Number in support	0
Number of objections	6

## 1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide an additional unit of residential accommodation within a highly accessible location
- The proposal would not have a detrimental impact on the visual amenities and character of the area
- The proposal would not have a significant impact on neighbouring amenity
- The proposal would enhance/enlarge the existing dental surgery

## 2. LOCATION



SITE LOCATION PLAN 1:1250

2.1 The application site comprises a corner property situated at the junction of Crofton Road with Orchard Green.



- 2.2 Orchard Green is recorded as an unadopted highway. The application site lies within an area with a high public transport accessibility rating (6a) and the application site includes on-site car parking in front of the host property, which would be retained.
- 2.3 The surrounding area is of mixed character, comprising detached residential dwellings on the south side of Crofton Road between Orchard Green and Newstead Avenue. These dwellings are largely two storey in height, incorporating in the main hipped roof profiles. Dwellings are set back from the main A232 (Crofton Road) with generous front gardens and off-street parking separating the houses from the main road.
- 2.4 Orchard Green, which extends to the south/south west of the junction with Crofton Road, is characterised by detached residential dwellings set within quite generous plots. The nearest dwellings to the application site have front gable roof profiles. The nearest section of Orchard Grove is unmade. The flank garden/green space associated with the application building sides onto the unmade roadway, and the boundary between the application site and the roadway is informal and not clearly marked.



2.5 The site is bounded to the west by No. 11 Crofton Road, to the south by flat roofed garaging/hardstanding, beyond which is No. 9 Orchard Green.

2.6 The character of the area shifts to the west of the site in the approach to Orpington town centre, and on the opposite side of Orchard Road is a car dealership. On the other side of Crofton Road is a museum (Crofton Roman Villa) and the multi-storey car park associated with Orpington Railway Station.



2.7 The site is not located in a conservation area nor is the building listed.

### 3. PROPOSAL

- 3.1 Planning permission is sought for two storey side extension with canopy at ground floor level at the front, along with the raising of the ridgeline, roof alterations and the replacement of existing store with a single storey rear extension of increased depth.



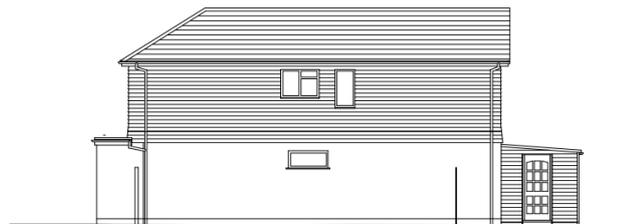
*3d Visualisation*

- 3.2 At ground floor level the proposal would provide enlarged facilities associated with the existing dental surgery. At present the application building provides 2 treatment rooms and associated circulation and waiting areas. The proposal would increase the surgery accommodation from 68.7sqm to 131sqm and the submitted layout shows the provision of 4 treatment rooms with associated storage/office/circulation and waiting areas.
- 3.3 At first and second floor levels, the proposal would enable the provision of an additional residential flat, along with modifications to the layout of the existing residential flat at first floor level.
- 3.4 The residential accommodation provided would comprise a duplex 2 bedroom/3 person unit spanning the first and second floors (Flat B) and a 1 bedroom/2 bedroom/4 person flat at first floor level (Flat A) - where it is noted that the layout includes a study room.

- 3.5 Access to the residential flats would be from the side. The access to the ground floor dental surgery would remain as existing, from the front.
- 3.6 The existing car parking would be retained to the front of the building, with a total of 6 no. spaces indicated on the proposed block plan.
- 3.7 Materials are shown as largely brick at all levels of the proposed side extension, render to the front elevation of the existing building, with render to the first floor of the side/rear extension beyond the gabled main section of the extension. Timber detailing is shown to be provided to the side gable and at first floor level to the side. At the rear, the ground floor extension is shown to be brick faced and render is proposed for the enlarged rear gable.
- 3.8 The application was supported by the following documents:
- Design and Access Statement
  - Accommodation Schedule
  - Plans and elevations including 3d visualisation.



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

***Existing Elevations (North – Front, South – Rear)***



***Proposed Elevations***

#### **4. RELEVANT PLANNING HISTORY**

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

86/01732/FUL

Planning permission was granted for the change of use of 2 ground floor rooms from residential to a dental surgery.

86/02974/FUL

Planning permission granted for the removal of condition 98 on permission 86/01732 to permit parking at the front of the site.

87/03784/FUL

Planning permission granted for the conversion of the first floor to a self-contained flat and the use of the kitchen on the ground floor in relation to the dental surgery.

04/04737/FULL1

Retrospective planning permission granted for a single storey rear extension for staff room and store.

#### **5. CONSULTATION SUMMARY**

##### **A) Statutory**

Highways – No objection

- In summary there are no objections to the proposal, taking into account the high PTAL
- The site has 6 parking spaces on the frontage accessed from the opening to Orchard Green
- Orchard Green is an unadopted highway
- The PTAL level is high – 6(a)
- Nearby roads are generally subject to waiting restrictions and the availability of on-street parking is limited

#### Environmental Health (pollution) – No objection

- In summary, no objection within the grounds of consultation
- Informatives recommended with regards to control of pollution and noise during construction and action to be taken if during works on site any suspected contamination is encountered.

#### Trees – No objection

- In summary, no objection subject to conditions being imposed.
- The view from the road should be improved by some planting on the front boundary
- A condition to safeguard any trees shown for retention is recommended
- Before commencement of the development, a tree protection plan should be submitted
- Before the first occupation of the property a soft landscaping scheme should be submitted to and approved by the LPA to include the planting of a minimum of 2 deciduous trees
- There appears to be scope within the tarmac car park for digging out a couple of areas on the boundary without impacting on the parking provision

### **B) Local Groups**

Orchard Green Residents Association:

Objections:

#### Parking/Highways (addressed at 7.3)

- Potential impact on highways safety
- Patient car park already overflows – concern regarding blocking of access for residents along with access for emergency vehicles
- Potential impact on pedestrian safety

### **C) Adjoining Occupiers**

Objections:

#### Impact on visual amenity (addressed at 7.2)

- Proposal would be two storeys up to the side boundary – adverse impact on the visual amenities of the street and contrary to policy

Impact on residential amenity (addressed at 7.4)

- Impact on natural light and loss of privacy to neighbouring property

Parking/Highways (addressed at 7.3)

- No consideration of additional parking required for the property
- Increased congestion on local roads including Trinity Close and Orchard Green

Drainage (addressed at 7.8)

- The drains of Nos. 9 and 11 are shared – concern regarding increased usage/potential blockages

## **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 National Planning Policy Framework was published on 24 July 2018 and updated on 19 February 2019.
- 6.4 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.
- 6.5 The ‘Intend to Publish’ version of draft London Plan (December 2019) is a material consideration in the determination of this planning application. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.
- 6.6 An updated ‘Intend to Publish’ version of draft London Plan – entitled Publication London Plan December 2020 - was published on 21 December 2020. This version of the draft plan includes changes made by the Mayor in response to a number of

Directed Changes made by the SoS in March and December 2020. The relevant documents are available on the Mayor's website - <https://www.london.gov.uk/whatwe-do/planning/london-plan/new-london-plan/publication-london-plan>

- 6.7 The draft new London Plan (December 2020) is a material consideration in the determination of this planning application. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.
- 6.8 The draft New London Plan is at a very advanced stage; in a Written Ministerial Statement dated 15/12/2020, the SoS indicated that he expects to agree the London Plan with the Mayor early in the new year (early 2021).
- 6.9 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.
- 6.10 Prior to issuing further Directed Changes in December 2020, the SoS (in two SoS call-in appeals in the Royal Borough of Kensington and Chelsea, appeal ref: APP/C5690/W/18/3205926; and the London Borough of Hounslow, appeal ref: APP/G6100/V/19/3226914) had established that the draft London Plan policies are capable of having significant weight where they weren't subject to Directed Changes.
- 6.11 Considering this information against paragraph 48 of the NPPF, the draft new London Plan (December 2020 'Intend to Publish' version) is considered to have very significant weight where there are no Directed Changes to policies; and significant weight where there are Directed Changes to policies. Taking this into account, the draft new London Plan policies should be used to determine this planning application, alongside policies in the adopted Local Plan and adopted London Plan. Where there is conflict between the policies in the draft new London Plan and the policies in the adopted Development Plan, the draft new London Plan should generally be given primacy although this may vary from case to case.
- 6.12 Upon adoption of the new London Plan, it will become the most up-to-date Development Plan Document for the London Borough of Bromley, and therefore, in accordance with section 38(5) of the Planning and Compulsory Purchase Act 2004, "if to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan."
- 6.13 The application falls to be determined in accordance with the following policies:

The London Plan (2016)

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential

- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 7.21 Trees and Woodlands
- 8.3 Community Infrastructure Levy

#### 6.14 Draft London Plan

- D1 London's form and characteristics
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of change
- D14 Noise
- H1 Increasing Housing Supply
- H2 Small sites
- H5 Threshold Approach to application
- H8 Loss of existing housing and estate redevelopment

- H9 Ensuring the best use of stock
- H10 Housing Size Mix
- G5 Urban greening
- G7 Trees and woodlands
- SI1 Improving air quality
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential Parking
- T7 Deliveries, servicing and construction

#### 6.15 Bromley Local Plan (2019)

- 1 Housing supply
- 4 Housing design
- 6 Residential extensions
- 8 Side Space
- 9 Residential conversions
- 26 Health and wellbeing
- 30 Parking
- 32 Road Safety
- 33 Access for All
- 37 General design of development
- 73 Development and Trees
- 112 Planning for Sustainable Waste management
- 113 Waste Management in New Development
- 115 Reducing flood risk
- 116 Sustainable Urban Drainage Systems (SUDS)
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution
- 123 Sustainable Design and Construction
- 124 Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

#### 6.16 Supplementary Guidance

- Housing: Supplementary Planning Guidance. (March 2016)
- Technical housing standards - Nationally Described Space Standard (March 2015)
- SPG1 General Design Principles
- SPG2 Residential Design Guidance

## 7. ASSESSMENT

### 7.1 Principle of Development – Acceptable

- 7.1.1 The NPPF (2019) sets out in paragraph 11 a presumption in favour of sustainable development.
- 7.1.2 The current position in respect of Bromley's Five Year Housing Land Supply (FYHLS) was agreed at Development Control Committee on 24th September 2020. The current position is that the FYHLS (covering the period 2020/21 to 2024/25) is 2,690 units, or 3.31 years supply. This is acknowledged as a significant undersupply and for the purposes of assessing relevant planning applications means that the presumption in favour of sustainable development will apply.
- 7.1.3 The NPPF (2019) sets out in paragraph 11 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with an up to date local plan, applications should be approved without delay. Where a plan is out of date, permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 7.1.4 According to paragraph 11(d) of the NPPF in the absence of a 5 year Housing Land Supply the Council should regard the Development Plan Policies for the supply of housing including Policy 1 Housing Supply of the Bromley Local Plan as being 'out of date'. In accordance with paragraph 11(d), for decision taking this means where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 7.1.5 Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

- 7.1.6 Policies including 3.3 of The London Plan 2016 and Policy 1 of the Bromley Local Plan have the same objectives. The London Plan's minimum target for Bromley is to deliver 641 new homes per year until 2025. The new/intended to published London Plan's minimum target for Bromley will be increased to 774 new homes a year.
- 7.1.7 This application includes the provision of one additional residential unit, which would represent a minor contribution to the supply of housing within the Borough. This aspect of the proposal will be considered in the overall planning balance set out in the conclusion of the report having regard to the presumption in favour of sustainable development.
- 7.1.8 The site is located within an area of mixed character, with commercial uses opposite and on the other side of Orchard Green, and in close proximity to the railway station. To the rear and to the west the area is primarily residential. The site does not comprise backland development and the provision of an increased level of housing will contribute to the need to meet housing targets set out in Policy 3.3 of the London Plan and Policy 1 of the Bromley Local Plan.
- 7.1.9 As such it is considered that the use of the site for further residential development through the enlargement of the residential accommodation and the conversion of the upper floor to provide 2 flats rather than the 1 flat as existing appears acceptable in principle provided that the proposal would not harm neighbouring residential amenity, would provide residential accommodation of a high quality, would not result in on and off street parking that would cause unsafe or inconvenient road conditions, would not impact detrimentally on the character and appearance of the area, would not have a detrimental impact on house choice in the locality and would incorporate safe and secure access to each dwelling.
- 7.1.10 Any adverse impact on neighbouring amenity, car/cycle parking and traffic implications, sustainable design and energy, community safety, refuse arrangements, trees and visual amenity will need to be addressed. The proposal also includes the provision of enlarged facilities for the host ground floor dental surgery for which planning permission was granted in the 1980s. As such, Policy 26 is of relevance to the assessment of the proposals, stating that the Council will allow extensions to existing facilities provided that they are easily accessible by public transport or located within existing shopping centres and/or local parades, unless there are demonstrably negative local impacts which substantially outweigh their need and which cannot be addressed through planning conditions/obligations.

## 7.2 Design – Acceptable

- 7.2.1 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.
- 7.2.2 Paragraph 124 of the NPPF (2019) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better

places in which to live and work and helps make development acceptable to communities.

- 7.2.3 Paragraph 127 of the NPPF (2019) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also 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, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.2.4 London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.
- 7.2.5 Policies 3.4 and 3.5 of the London Plan reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 127 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.
- 7.2.6 The public realm is also an important aspect of any development as it ensures that the development is integrated into and enhances the existing character and use of the area. All residential and commercial development is required by policy to contribute towards good design which extends to the consideration of the public realm (London Plan Policy 7.5).
- 7.2.7 Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; is informed by the surrounding historic environment.
- 7.2.8 Policy 7.6 states that buildings and structures should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances,

activates and appropriately defines the public realm; comprise details and materials that complement, not necessarily replicate, the local architectural character; not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

7.2.9 Policies 6 and 9 of the Local Plan relate to residential extensions and residential conversions respectively. The Council will expect all of the following requirements to be demonstrated:

- The scale, form and materials of construction should respect or complement the host dwelling and be compatible with development in the surrounding area
- Compliance to minimum internal space standards for dwellings/provision of accommodation of a high quality with safe and secure access provided for prospective occupants
- Design to ensure that the residential amenities of neighbouring occupiers are not harmed
- Parking resulting from the development is not to cause unsafe or inconvenient highway conditions

7.2.10 Policy 8 of the Local Plan details that when considering applications for new residential development, including extensions, the Council will normally require for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the building or where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space.

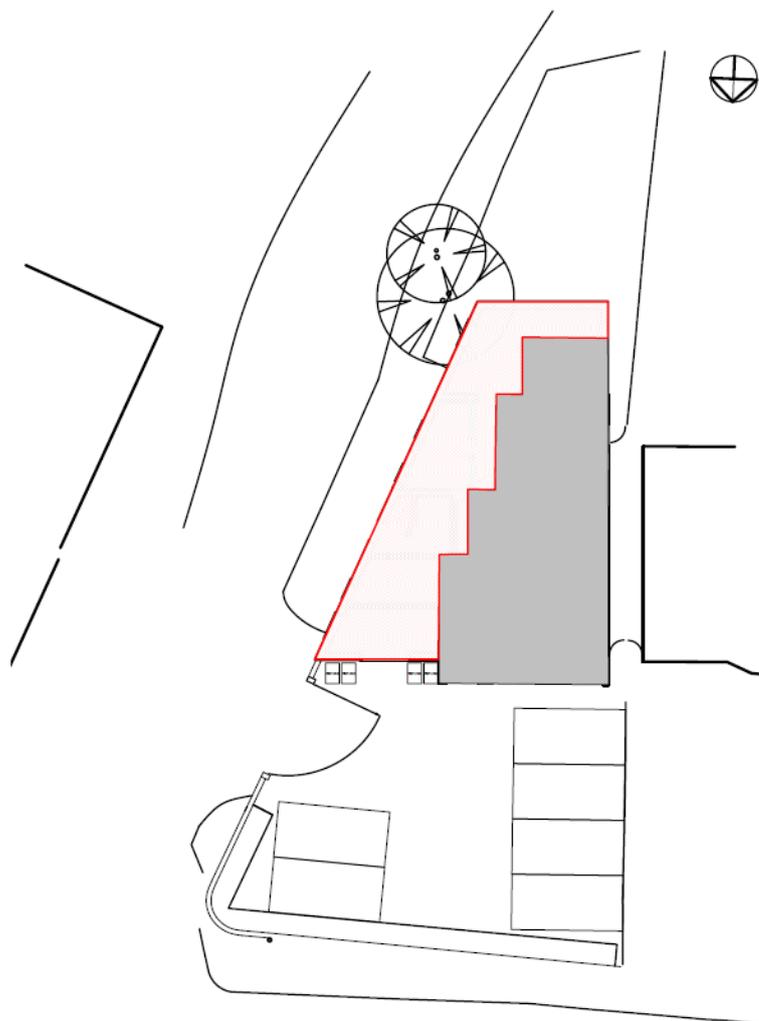
7.2.11 Policy 37 of the Local Plan details that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. To summarise, developments will be expected to meet all of the following criteria where they are relevant; be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas; positively contribute to the existing street scene and/or landscape and respect important views, heritage assets, skylines, landmarks or landscape features; create attractive settings; allow for adequate daylight and sunlight to penetrate in and between buildings; respect the amenity of occupiers of neighbouring buildings and those of future occupants; be of a sustainable design and construction; accessible to all; secure; include; suitable waste and refuse facilities and respect non designated heritage assets.

7.2.12 The proposed extension to the side of the property would be significantly large and would extend to the side boundary of the site with Orchard Green with the side elevation incorporating a gable end. The proposal would not provide side space in respect of two storey development and the design and impact of the proposal on the spatial standards of the area and visual amenities of the street scene fall to be carefully considered in the light of the provisions of Policy 8 in relation to residential extensions (although it is noted that this particular case relates to a mixed residential/non-residential development, in addition to policies relating to the design of residential extensions and extensions in general (Policies 6 and 37).

7.2.13 Policy 8 states that a 1m side space as a minimum will generally be required to be provided for residential proposals of two or more storeys, with more generous side space to be provided where higher standards of separation already exist within residential areas.

7.2.14 The supporting text explains the purpose of the policy, stating that the policy is required in order to safeguard the privacy and amenity of neighbouring residents as well as to prevent a cramped appearance and unrelated terracing from occurring.

7.2.15 In this instance, while the proposal would not provide separation to the boundary, the lack of side space would not result in a cramped appearance, unrelated terracing or adverse impact on neighbouring residential amenity. As such the proposal would not result in the adverse impacts that Policy 8 seeks to prevent.



**PROPOSED BLOCK PLAN 1:500**

7.2.16 The visual impact of the proposal in the context of its siting in relation to the boundary is mitigated by the siting of the building in relation to the street corner, the

retention of verge area between the development and the unmade roadway and the angle at which Orchard Green lies in relation to Crofton Road. Furthermore, the building on the opposite corner is set significantly further forward and is more visually dominant and prominent within the street scene than the application building.



*Sites on either side of Orchard Green*

7.2.17 It is considered that there would be scope for some softening landscaping to be provided which would potentially improve the appearance of the site when viewed from the front. The submitted drawings indicate that the large tree towards the side/rear of the site, situated on the verge, would be retained and this would provide a backdrop for the development as viewed from Crofton Road as well as providing some screening of views from Orchard Green.

7.2.18 The proposal includes a prominent side gable feature. Generally the dwellings fronting Crofton Road have hipped roof profiles. While the flank gable increases the visual bulk of the development on this side of the property, it is noted that the existing building has a side gable, and that the nearest dwellings in Orchard Green have front gables. The building as extended would "bookend" the entrance to Orchard Green and would be viewed in context with the significantly large and prominent commercial premises on the other side of the junction.

7.2.19 The materials used for the proposed extension would be acceptable, with the contrast between render and brick facing on the front elevation providing a visual break and articulation to the front elevation. The front and side elevations of the extension would be finished in brick, which would complement the materials used in the nearest dwellings fronting Orchard Green. The incorporation of timber detailing would complement the residential dwellings to the west, and the use of render to the rear would be consistent with the rear elevations of the dwellings fronting Crofton Road.

7.2.20 To the rear, the proposal includes the removal of the existing store and the construction of a replacement extension which would be approx. 1m deeper than the existing extension. Taking into account the height of the flat roofed extension, the existing development at the site and the design of the extension at the rear it is not considered that this part of the proposal would have a significant impact on visual amenity. The proposal would include an increase in the height of the building to the top of the roof. However, the eaves height of the building is indicated on the submitted drawings to be lower than the eaves height of the neighbouring dwelling fronting Crofton Road and the overall increase in bulk to the rear of the building would not be so significant as to result in a disproportionate or visually incongruous development in juxtaposition with the dwelling at No. 11.

### 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. 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.

7.3.2 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.

#### Car parking

7.3.5 The existing parking layout provides for 6 no. off-street parking spaces. No additional car parking is to be provided on site. The Council's Highways Officer has reviewed the information submitted with this application and has commented that given the site lies within an area with a high PTAL rating of 6a (sited in close proximity to Orpington railway station) there are no objections to the proposal from a technical highways perspective.

7.3.6 It is noted that representations have been received which refer to concern regarding highways safety and potential increased congestion/parking within Orchard Green. However, taking into account the lack of technical highways objections from the Highways Authority to the proposal and the high public transport accessibility of the site, it is not considered that the refusal of planning permission would be justified on this basis. The access to the car park would not change, and in there being no increase in the number of parking spaces to the front of the property, there would be limited capacity for increased parking associated

with the commercial/residential enlargement, which would result in it being unlikely that the proposal would increase the intensity of the use of the vehicular access.

#### 7.3.7 Cycle parking

No details of cycle parking has been provided. If permission is granted it would be appropriate to impose a condition requiring details of secure cycle parking to serve the residential units to be provided and approved prior to the first occupation of the residential flats.

#### 7.3.8 Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a refuse storage area in front of the building. A planning condition is recommended in this regard for full details of the location, containment structure and capacity with any permission granted.

7.3.9 On balance, the proposal is considered generally acceptable from a highways perspective.

### 7.4 Neighbouring Amenity - Acceptable

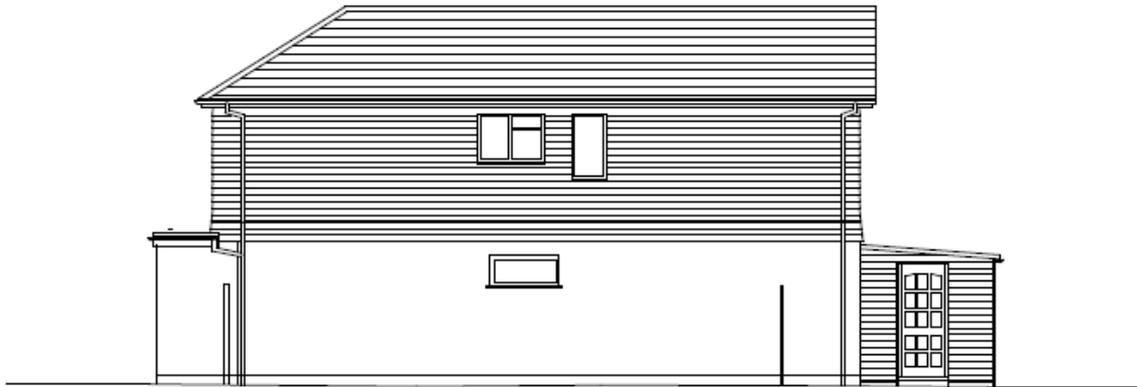
7.4.1 Policy 37 of the Bromley Local Plan seeks to respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing.

7.4.2 Policy 9 of the Bromley Local Plan also seeks to protect existing residential occupiers from adverse impacts on residential amenities. 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.

7.4.3 The side extension would have no significant impact on neighbouring amenity in view of its position some distance from the nearest residential properties.

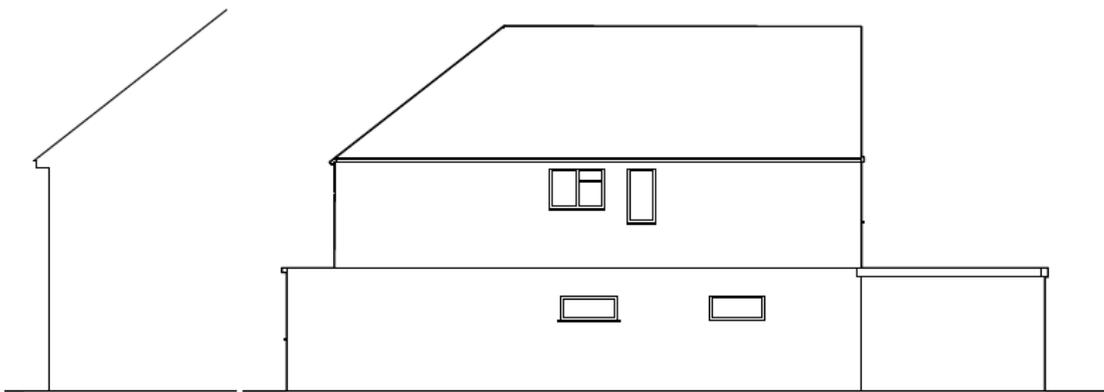
7.4.4 The rear extension falls to be carefully considered with regards to the impact on the amenities of the neighbouring dwelling fronting Crofton Road.

7.4.5 The proposed rear extension would replace an existing store with development approx. 1m deeper in terms of its rearward projection than that structure. The proposed rear extension would have a flat roof with a height of approx. 2.72m and would be positioned to the east of the neighbouring property. The extension would be separated from the angled flank boundary by 1.14m, increasing to 1.27m at the rear of the projection.



WEST ELEVATION

*Existing elevation facing No. 11*



WEST ELEVATION

*Proposed elevation facing No. 11*

- 7.4.6 The flank windows at ground floor level are high level letterbox windows and these, along with the first floor flank windows would be capable of being obscure glazed in order to prevent adverse overlooking/loss of privacy.
- 7.4.7 While the extension would lie to the east of the neighbouring dwelling, it is not considered that the proposal would have a significant impact on daylight/sunlight and outlook taking into account the relationship between the side and rear extensions to existing development, the limited depth of additional rear projection at ground floor level, and the separation to the boundary.
- 7.4.8 It is noted that representations have referred to the potential that the proposed increased property footprint would impact on lighting to the rear of the neighbouring property and within the garden. However, in the light of the assessment above and taking into account the height of the extension to the rear and the separation to the

boundary it is not on balance considered that the proposal would have a significant impact on neighbouring amenity.

## 7.5 Trees and Landscaping - Acceptable

- 7.5.1 Policy 73 of the Bromley Local Plan states that proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained.
- 7.5.2 Policy 77 of the Bromley Local Plan states that development proposals will seek to safeguard the quality and character of the local landscape and seek the appropriate restoration and enhancement of the local landscape through the use of planning obligations and conditions.
- 7.5.3 Minimal details of landscaping have been submitted for the application site. There are no technical objections from a trees perspective, and should planning permission be granted conditions are recommended with regards to tree protection and soft landscaping (to soften the visual impact of the proposal).

## 7.6 Sustainability - Acceptable

- 7.6.1 The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 7.6.2 Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 7.6.3 Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.
- 7.6.4 Local Plan Policy 123 states that all applications for development should demonstrate how the principles of sustainable design and construction have been taken into account.
- 7.6.5 An informative is recommended with any approval to ensure that the development strives to achieve these objectives.

## 7.7 Standard of residential accommodation – Acceptable

- 7.7.1 In March 2015 the Government published The National Technical Housing Standards. This document prescribes internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.
- 7.7.2 Policy 9 of the Local Plan sets out the requirements for new residential development/conversions to ensure a good standard of amenity for future occupiers. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Governments National Technical Housing Standards.
- 7.7.3 The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.
- 7.7.4 The floor space size provided for Flat B would be 67sqm for the two storey 2 bed/3 person flat. The floor space for Flat A, which is positioned at first floor level only, would be approx. 55sqm. It is noted that the proposed floorplan indicates the provision of a study room at the front of this flat, which could potentially be used as a single bedroom. The nationally described space standards require a GIA of 50sqm for a 1 bedroom/2 person flat on a single floor, and 70sqm for a 2 bedroom/3 person flat set over two storeys.
- 7.7.5 On this basis, the floorspace size provision for Flat A would be slightly exceeded and the floorspace size provision for Flat B would be 3sqm below the standards. On balance, taking into account the layout of the flats it is considered that the proposal would provide accommodation of a reasonable standard of amenity for prospective occupiers. No external amenity space would be provided for the 2 flats, but this situation would replicate the current arrangement in respect of the 2 bedroom existing first floor flat and taking into account the unit mix it is not considered that this would in itself render the application unacceptable in this instance.

## 7.8 Other matters

- 7.8.1 It is noted that a representation has referred to the shared drainage with the neighbouring property, expressing concern regarding the impact of the proposal on this shared drainage system.
- 7.8.2 The views of the Council's Drainage Engineer have been sought but no response received to date. In general however, the capacity of private drains and their adequacy to support increased output would be a matter to be dealt with under the Building Regulations rather than being a material planning consideration.

## 7.9 CIL

- 7.9.1 The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

## **8. CONCLUSION**

- 8.1 Having had regard to the above it is considered that the development in the manner proposed is on balance acceptable in that it would not result in significant harm to the visual and residential amenities of the area. The proposal would provide an additional unit of residential accommodation, with both flats providing satisfactory accommodation for prospective occupants.
- 8.2 While no additional on-site parking is proposed to be provided, in view of the site's high accessibility to public transport including the railway station situated in close proximity, it is not considered that the enlargement of the property to provide enhanced facilities associated with the dental surgery alongside the additional residential flat would have a detrimental impact on highways safety and on-street parking demand. There are no highways objections in respect of the proposal. The capacity to park within local roads is already very limited and as such it is not considered that the site would be attractive to car use by patients/residents in view of the accessibility of the site.
- 8.3 Suitable conditions could be imposed if permission is granted to safeguard visual and residential amenities, including with regards to enhancements to landscaping/tree planting.

**RECOMMENDATION:** Application Permitted

### SUMMARY OF CONDITIONS AND INFORMATIVES

Standard conditions

1. Standard time limit of 3 years

2. Standard compliance with approved plans

Prior to commencement conditions

3. Surface Water Drainage
4. Construction Management Plan
5. Trees

Prior to occupation conditions

6. Soft landscaping
7. Refuse storage
8. Cycle storage
9. Obscure glazing

Compliance conditions

10. Materials in accordance with the plans

Informatives

1. CIL
2. Street Naming and Numbering
3. Control of Pollution Act/Control of Pollution and Noise from Demolition and Construction Sites
4. Sustainability

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