

Committee Date	27.05.21	
Address	63 Kingsway Petts Wood Orpington BR5 1PN	
Application Number	20/05155/FULL6	Officer – Robin Evans
Ward	Petts Wood and Knoll	
Proposal	Erection of part single storey/part two storey side and rear extensions in connection with loft conversion.	
Applicant	Agent	
Mr V Vaikus	Mr Andrew Barrett	
63, Kingsway Petts Wood Orpington BR5 1PN	4 Barnet Wood Road Bromley BR2 8HJ	
Reason for referral to committee	Councillor call in	
	Call-In	Yes

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 4</p>

Representation summary	Neighbour letters sent: 26.01.21 and 26.04.21	
Total number of responses	41	
Number in support	0	
Number of objections	41	

1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would not impact detrimentally on the character of the area including the Petts Wood ASRC,

- The development would not have a significantly harmful impact on the amenities of neighbouring residents
- The development would not have harmful highway impacts.

2. LOCATION

- 2.1 The application site is No. 63 Kingsway, Petts Wood, a detached two storey 1930s dwelling located on the southern side of the highway. The land slopes downwards slightly from east to west and the boundaries are marked mainly by approximately 1.8m high close boarded fencing. The dwelling has an attached garage whereas others have a garage positioned in the rear garden, including No. 71. The area is residential in nature with a generally consistent form of detached and semidetached inter-war dwellings set in relatively spacious plots. They have a traditional/conventional design and materials including distinctive mock Tudor and Arts and Crafts features. The area is relatively sylvan in nature with some prominent and attractive street trees opposite and to the west and other trees within residential curtilages which are visible over and through gaps between dwellings. The dwelling is not listed, and it does not lie within a Conservation Area, however it lies within the Petts Wood Area of Special Residential Character.
- 2.2 According to the Bromley Local Plan the Petts Wood ASRC area includes circa 1500 dwellings within detached and semi-detached properties on circa 112 ha of land. It is bounded by the railway to the north, Chislehurst Road Conservation Area to the north east, tree preservation orders and the railway to the north west and the west (excluding Urban Open Space, properties within Petts Wood Station Square Conservation area and other areas which include retail and car parking uses), part of St John's Road to the south west, the Chenies Conservation Area and residential areas considered to be of distinct character and/or standard to the south and west of Crofton Lane and east of Grosvenor Road.
- 2.3 The original plans for Petts Wood date from the late 1920s and the early 1930s. Whilst there have been some changes post war the prevailing design of the buildings is from the 1930s and remains largely intact. Some of the properties have been built by the distinguished designer Noel Rees who designed all of the building within the neighbouring Chenies Conservation area. Whilst houses were built over a number of years, in a number of similar though varied styles, the road layout and plot sizes were established in an overall pattern, following the garden suburb principle which largely remains intact today. The large plots which are spaciouly placed were originally designed following the garden suburb principle by developer Basil Scruby. The regularity of front building and rear building lines, the consistency in the front roof lines largely untouched by roof extensions or conversions and the symmetry between pairs and neighbouring pairs of houses are of importance in defining the character of the area. The Petts Wood ASRC has an open, suburban and semi-rural feel, predicated by low boundaries and visible front gardens set back from the road as well as the width of the separation between the houses which is of a particularly high standard. This allows many of the trees and greenery which prevail throughout the area to be seen from the street. Large rear gardens also provide the area with a high level of amenity. The plot sizes, the alignment of the houses to the Garden Suburb principle underline the character, rhythm, symmetry and spatial standards of the ASRC.

- 2.4 The separation between building and the rhythm and pattern of the houses adds to the special character. In many cases there is a much wider separation between houses than in other parts of the Borough which demands a higher degree of separation between buildings to maintain the special character, the openness and feel of the area. Where there are pairs of houses that complement the rhythm of the street scene there is also a prevailing symmetry between the houses. This symmetry can also be seen between neighbouring pairs. The plots are set out in such a way that the spacious character is one of a clear detached and semi-detached nature. The front roof lines also enhance the character of the area being largely untouched by roof extensions and conversions at the front.
- 2.5 This allows many of the trees and greenery which prevail throughout the area to be seen from the street scene. Large rear gardens often in excess of 120ft are a feature of the ASRC and provide the area with a high level of amenity and contribute to nature conservation.
- 2.6 Some of the dwellings have been altered and extended in various ways.

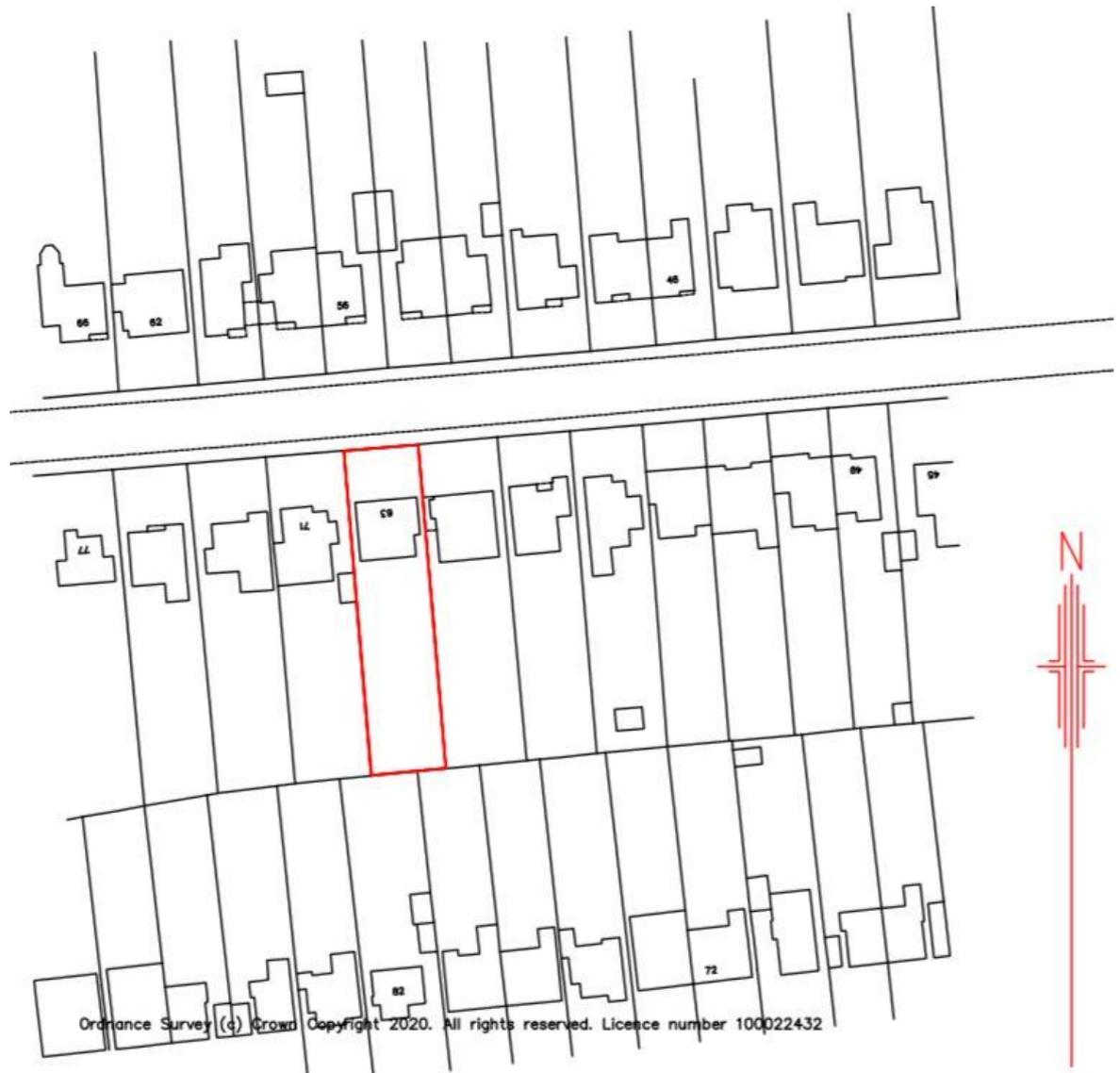


Fig. 1 Site location plan.



Photo 1 Front elevation.



Photo 2 Rear elevation.



Photo 3 Rear/east side elevation.



Photo 4 Rear/west side elevation.

3. PROPOSAL

- 3.1 Planning permission is sought for erection of part single storey/part two storey side and rear extensions in connection with loft conversion.
- 3.2 The proposal has been amended since its initial submission, reducing the size and design of the upper floor side extension/roof formation and rear dormer window (with relevant re-consultation).
- 3.3 The application is supported by the following documents:
 - Application forms
 - Application drawings
 - Design and Access Statement
 - Accessible/Adaptable Homes Statement

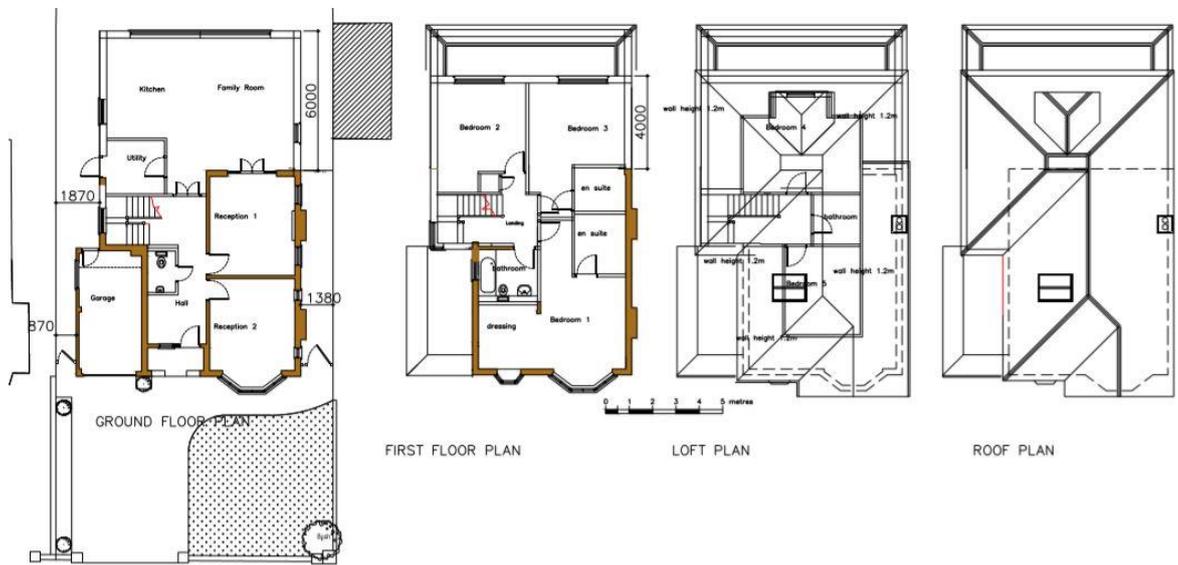


Fig. 2 Proposed floor plans.



Fig. 3 Proposed elevations.

4. RELEVANT PLANNING HISTORY

4.1 19/02737/FULL1 – Demolition of dwelling. Erection of replacement dwelling; incorporating basement, with associated parking and landscaping was refused on 4 October 2019 for the following reason:

1. The siting, scale and form of the replacement dwelling, including the basement, would fail to respect or complement those of the neighbouring dwellings and would not be compatible with development in the surrounding area. The proposal would fail to respect and maintain the high spatial standards of separation between buildings which already exist in this residential area and the new dwelling, including the basement, would result in a cramped overdevelopment of the site. The proposal would conflict with Policies 4, 37 and 44 of the Bromley Local Plan 2019.

In the corresponding appeal the Inspector noted the ASRC designation and observed that the distinctive character of the area derives from its development along garden suburb principles with a regularity in front and rear building lines and a generous degree of spacing between buildings, which enables views through to trees and tall shrubbery in rear gardens, buildings fronting onto the roads, with low front walls allowing views across front gardens and concluded that the layout, together with the street trees, contributes to the spacious and verdant character along Kingsway. No. 63 reflects the spacing of detached houses to be found in the locality with a side alley on one side and a garage on the other with further separation from the houses on either side by their garages and drives and the generous gaps allow views through to mature trees in the rear gardens. By contrast the Appeal scheme would span more widely across the plot separated from the side boundaries by only 1m and 1.3m respectively and removing the typical separation to be found on either one side or the other or both to maintain the sense of openness between dwellings. The proposed scheme lacked this sense of space and appeared cramped when compared to the more generous degree of spacing prevalent in the area and if repeated would erode one of the special qualities that distinguishes the Petts Wood area from other suburban

locations. Furthermore, the large fenestration, plain casement windows with inset side panels and box dormer on the rear roof slope (which did not reflect the uncluttered local roofscape) contrasted incongruously with the more detailed 1920s and 30s style of buildings in the road; detrimental to the overall character of the area. The appeal was dismissed on 8 July 2020.

- 4.2 Building control records indicate the erection of a single storey side extension (application 99/01860/DEXBN3 refers). It may have been lawful development at the time of its construction however it is now likely to be immune from planning enforcement action in any event by virtue of the passage of time.

5. CONSULTATION SUMMARY

A) Statutory

Highways

- 5.1 Highways: **No objection**
The site lies within an area with a PTAL rating of 2 (on a scale where 0 has the poorest and 6b has the best access to public transport services), indicating that this site and this development would be more reliant on private transport; including the private motor car, than on public transport. The proposal would result in a 5-bedroom dwelling; requiring at least 2 parking spaces in accordance with the Council's Parking Standard (for a property of 4-bedrooms or more). The existing garage would be retained although it measures less than 5m in length and may not accommodate a vehicle. The plot would however accommodate 2 spaces and although more spaces would be preferable for a larger dwelling it would not warrant an objection or refusal.

B) Local Groups

- 5.2 Petts Wood and District Residents Association
- Site lies within the Petts Wood ASRC,
 - Overdevelopment and excessive increase in size (66% footprint and 5-bedrooms/4-bathrooms),
 - Side roof extension would not be subservient, it would be bulky and would dominate the front elevation and rear roofline and the appearance of the dwelling,
 - Crown roof is not a prevailing design feature in the ASRC, would detract from its appearance and recent appeal decisions (6 Ladywood Avenue and 2 Woodland Way) were dismissed,
 - Rearward depth conflict with the prevailing rear building line detracting from the character of the area,
 - Rear box dormer (also in the dismissed appeal) would detract from the uncluttered roofscape in the area,
 - Rearward depth would overshadow the neighbouring properties; particularly No. 61, and there is no sun or daylight assessment,

C) Adjoining Occupiers

- 5.3 Objection

5.3.1 Procedural matters

- The proposed revisions to the initial scheme 20/05155/FULL6 do not overcome the issues,
- Application details are incorrect/misleading:
- Plot is narrower than others and new development would appear larger and less spacious,
- Existing garage is small and would not fit a vehicle,
- There are two existing reception rooms and a kitchen,
- Application site is within the Petts Wood ASRC not the Park Langley Conservation Area,
- There is minimal higher ground level from No. 63 to No. 61,
- Another/different attempt to form a larger dwelling (through extension rather than replacement),
- Would set a precedent for other development with combined harm,
- Application is only for financial profit,
- Proposal is unacceptable and should not have reached application stage,
- The revised drawings during the course of the application do not alter or improve the design and would have the same effects,

5.3.2 Character and appearance

- Distinctive local character is based on Garden Suburb by Basil Scruby; consistent rooflines and symmetry of neighbouring dwellings, Nos. 57-63 built together have a consistent design,
- Dwellings in the area are smaller (3-4 bedroom not 5 bedroom),
- Excessive rearward depth would be out of keeping with the area,
- Roof extension would clutter the roofscape and 1920-30 style of dwellings (contrary to the appeal decision),
- Neighbouring properties only have single storey rear extensions, not two storey or roof,
- Overdevelopment/excessive increase in size, not subservient (60% footprint and 100% floor area),
- One overly large dwelling would be out of keeping within the row of generally smaller dwellings,
- Greater side space is required in areas with higher spatial standards, such as in this ASRC,

5.3.3 Neighbouring amenities

- Excessive rearward depth and roof extension(s) would block neighbouring views and detract from outlook, sunlight and daylight,
- Side facing windows should be obscured to preserve privacy,
- Construction process would cause noise and disruption for years, detracting from neighbouring amenities (as in nearby Wood Ride),
- Construction vehicles would increase emissions/pollution and zero carbon requirements,

5.3.4 Highways and parking

- Enlarged dwelling would have more vehicular movements; exacerbating parking congestion and obstructing driveways, and should provide additional on-site space,

6. POLICIES AND GUIDANCE

National Policy Framework 2019

NPPG

The London Plan December 2021

D4 Delivering Good Design

Bromley Local Plan 2019

6 Residential Extensions

8 Side Space

30 Parking

37 General Design of Development

44 Areas of Special Residential Character

73 Development and Trees

Bromley Supplementary Guidance

SPG1 – General Design Principles

SPG2 – Residential Design Guidance

7. ASSESSMENT

7.1 Procedural Matters

- 7.1.1 The application site lies within the ASRC but not within a Conservation Area.
- 7.1.2 Each planning application is considered on its own merits; although previous decisions and case law may be material considerations, and therefore the proposal would not set a precedent.
- 7.1.3 Notwithstanding representations received, and notwithstanding any of the design merits, the Council is unable to refuse to accept to receive and determine a planning application.
- 7.1.4 The need for a development is not a planning consideration; except where the need must be justified to outweigh some harm such as in Inappropriate Development in the Green Belt, although this does not apply in this case.
- 7.1.5 Notwithstanding representations received the Council is mindful of “permitted development” rights which theoretically allow part single storey/part two storey rear extensions, and this is not prevented by ASRC status or Article 4 Directions. A “permitted development” scheme has not been formally confirmed through a Lawful Development Certificate and the Council is not offering a formal view on the lawfulness of such a proposal, and design/amenity impacts are relevant to the consideration of this planning application as compared with a LDC, however the principle of “permitted development” is nonetheless noted.

7.2 Resubmission

- 7.2.1 The current proposal seeks to extend the existing dwelling rather than replace it and therefore is not strictly a “resubmission” of the previous scheme 19/02737/FULL1 per se, although it seeks to address the objections raised. The current proposal differs as it would retain the existing dwelling, adding a two-storey part side/part rear extension, it is therefore materially different from the previously proposed scheme and it will be assessed on its own merits.

7.3 Principle and location of development

- 7.3.1 The building is not statutorily or locally listed, and it does not lie within a Conservation Area and therefore there is no objection in principle to its demolition and redevelopment. Furthermore the site lies within an urban/suburban area where there is no objection in principle to new residential development including replacement dwellings; subject to an assessment of the impact of the proposal on the appearance/character of the building, the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications.

7.4 Design and landscaping

- 7.4.1 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.
- 7.4.2 Paragraph 124 of the NPPF (2018) 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.
- 7.4.3 Paragraph 127 of the NPPF (2018) 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.
- 7.4.4 London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

- 7.4.5 As mentioned above the Petts Wood ASRC is characterised by detached two storey inter-war dwellings; set within relatively spacious plots. As identified by the Appeal Inspector, where some dwellings are positioned closer to one side boundary there tends to be greater space on the opposite site thereby maintaining separation and overall spatial standards in the area. There is variation in design as dwellings were built over a number of years and by different architects/house builders, although they share general characteristics.
- 7.4.6 The existing dwelling has a relatively narrow width with a modest pyramid hipped and ridged roof formation; a prominent timber framed gable ended bay window feature, and a modest single side garage. The main two storey element measures approximately 6.8m wide and 9m deep; with a 2.8m wide garage and 1.8m wide utility behind. The current proposal would mostly consist of a two-storey rear extension positioned behind the existing dwelling measuring approximately 6m deep at single storey level and 4m deep at first floor level and this would not be disproportionate to the dimensions of the existing dwelling. It would be in line with the western elevation, it would not project closer towards the western side boundary than the existing dwelling; maintaining the existing separation of approximately 1.38m and would not encroach upon that side space. The proposed eastern side elevation would project beyond the existing main two storey eastern side elevation by approximately 1.8m i.e. the width of the existing utility room beneath, however it would not project beyond the existing eastern side elevation of the garage i.e. the closest part of the existing dwelling to the eastern side boundary. As such the proposed two storey element would remain approximately 1.87m from the eastern side boundary and it would be set well back from the main front elevation.
- 7.4.7 The proposed design would retain the existing prominent bay window and gable ended roof detail. The initially proposed catslide roof over the garage has since been removed in favour of a standard crown hipped roof design over the existing garage and to the side projecting first floor element, the single storey and two storey rear elements in keeping with the main roof line. The rearward projecting would have a small flat roofed section and hipped roofs to the ground and first floor elements, however it would be set behind the main frontage and mostly obscured from view within the street scene and the wider local area; with only oblique angled views along the side, and would not have a significantly harmful impact on the character and appearance of the wider local area. The design style, external materials and fenestration would complement those of the existing Arts and Crafts design of the existing dwelling and its neighbours, and this could be managed by planning condition. Overall, the proposed addition to the eastern side would maintain space to the side of the dwelling, and taking into account other extended properties in the local area, in this context the proposal would not appear to overdevelop the plot or result in a cramped appearance and it would not detract significantly from the spatial standards in this part of the ASRC.
- 7.4.8 The proposal would not appear to directly remove existing prominent trees or vegetation and the retention of more of the space along the sides of the dwelling would all greater views of the trees and vegetation beyond. The existing garage would be retained and although some additional forecourt space in the frontage may be required (to provide the necessary parking; discussed further below) it would not necessarily require significant removal of the existing landscaping and the

opportunity for additional new planting within the frontage to soften and enhance the proposal could be managed by planning condition. As such retained planting, new planting and the general improvement in the appearance of the proposal as compared with the previous appeal scheme would not diminish or detract significantly from the existing landscaping and the Garden Village principle characteristic of the ASRC.

7.5 Neighbouring amenity

- 7.5.1 Policies 6 and 37 of the Bromley Local Plan seek 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.
- 7.5.2 As mentioned, the proposed rear extension would be 6m deep at single storey and 4m deep at first floor level. It would project beyond the rear of the neighbouring properties although not excessively so and it would be separated from No. 61 by approximately 3.8m and from No. 71 by approximately 4.6m and with its own garage in between. Although it would be visible from those neighbouring properties it would be a relatively oblique angle and the proximity, depth and height would not have a significantly more harmful impact on neighbouring outlook than the existing building, and furthermore this is not an uncommon relationship between dwellings in a suburban residential area. Taking into account the relationship between the properties, the plot orientation and path of the sun it would not have a significantly more harmful impact on overshadowing than the existing building.
- 7.5.3 The main outlook would continue to be to the front and rear where there would be no significantly more harmful additional overlooking over and above that which already exists; including the proposed rear roof/loft window which is not an uncommon feature in general in residential areas and/or within this specific residential area. Ground floor side flank windows would not be significantly more harmful than any existing. Upper floor side flank windows would serve circulation spaces or non-habitable rooms such as bathrooms and could fitted with obscure glazing and restricted opening casements as necessary in order to preserve neighbouring amenities whilst not creating an unsatisfactory living environment for the future occupants.

7.6 Highways

- 7.6.1 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.
- 7.6.2 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.
- 7.6.3 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.

7.6.4 The site lies in an area with a PTAL rating of 2 with relatively poor access to public transport services and the development would be moderately reliant on private transport modes including the private car. The adopted parking standard requires at least 2 spaces for a dwelling with 4-bedrooms or more. A proposed 5-bedroom dwelling may require more spaces however the Highway Department considers that this would not be a sound reason to justify refusing planning permission. Furthermore the existing dwelling could potentially accommodate at least 5 bedrooms without necessarily requiring planning permission and may only already provide 2 parking spaces on the existing forecourt without the formal requirement to provide more parking and given this fallback position would be less sound to warrant refusing planning permission for an absence of on-site parking.

8. CONCLUSION

8.1 Having had regard to the above it is considered that the development in the manner proposed would not impact detrimentally on the character of the area including the Petts Wood ASRC, it would not have a significantly harmful impact on the amenities of neighbouring residents and would not have harmful highway impacts. Although the current proposal would not comprise a direct resubmission of the previously proposed replacement dwelling 19/02737/FULL1, it would nonetheless overcome the objections raised on that scheme and is therefore recommended for approval.

8.2 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 BE GRANTED

Subject to the recommended conditions:

Standard Time Limit

Standard Compliance with Plans

Matching Materials

Side Space

Soft and Hard Landscaping

Obscure glazing/restricted opening windows

Informatives

Party Wall Act

Side Space

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