

<b>Committee Date</b>	08.07.2021	
<b>Address</b>	40 Warren Road Orpington BR6 6HY	
<b>Application Number</b>	21/00566/FULL6	<b>Officer</b> – Robin Evans
<b>Ward</b>	Chelsfield And Pratts Bottom	
<b>Proposal</b>	Detached garage and hardstanding to the front, ground floor front and rear extensions, roof extensions including increase in ridge height, hip to gable extensions and side dormers to create additional habitable rooms in the roof, first floor balcony and single storey detached rear outbuilding.	
<b>Applicant</b> Jayaraj Theenathayalan	<b>Agent</b> Mr Tony Oyenuga	
40 Warren Road Orpington BR6 6HY	59 Edward Tyler Road Grove Park London SE12 9QE	
<b>Reason for referral to committee</b>	Call-In	<b>Councillor call in</b> Yes

<b>RECOMMENDATION</b>	Application Permitted
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KEY DESIGNATIONS  Biggin Hill Safeguarding Area London City Airport Safeguarding Smoke Control SCA 28
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<b>Representation summary</b>	Neighbour letters sent: 05.03.21
Total number of responses	2
Number in support	0
Number of objections	2

## 1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would not impact detrimentally on the character of the area,
- 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. 40 Warren Road, Orpington, a detached single storey bungalow located on the southern side of the highway. This part of Warren Road is split into two channels/spurs with a central reservation. The main part of the dwelling is a pyramid hipped bungalow measuring approximately 11m x 9m, a roof formation measuring approximately 3.3m with a total ridge height of 6m to the ridgeline. It has single storey front garage projecting approximately measuring 2.7m beyond the front wall and rear extension projecting approximately 4.7m beyond the rear wall; both measuring approximately 2.7m high just below the eaves of the main roof. The dwelling is set back from the highway and set back behind the front elevation of the neighbouring properties. The land rises up from the highway towards the south, towards the dwelling and continuing onwards towards the rear boundary, with a retaining earth bank and vegetation between the dwelling and the highway. The area is residential in nature, the southern side of the highway is characterised mostly by older individually designed detached single storey bungalows and detached dwellings set within spacious and well landscaped plots, whereas the northern side has a mixture of later detached and semidetached two storey dwellings of a more consistent design and overall pattern of development. Many of the dwellings have been altered and extended. The site does not lie within a Conservation Area or an Area of Special Residential Character.



Fig 1. Site location plan.



Photo 1. Front of site from the highway.



Photo 2. Front elevation within the site.



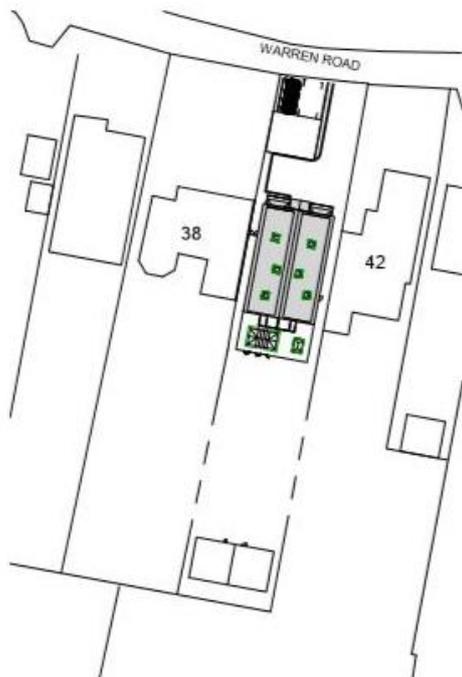
Photo 3. View towards No. 42



Photo 4. Rear elevation within the site.

### 3. PROPOSAL

- 3.1 Planning permission is sought for erection of front and rear extensions, roof extensions incorporating raised ridge height, gable ended additions and side dormers to form roof accommodation, first floor rear balcony, erection of rear outbuilding and excavation of front earth bank and erection of garage and formation of hard surfacing.



**Block Plan**

1 : 500

Fig 2. Proposed block plan.

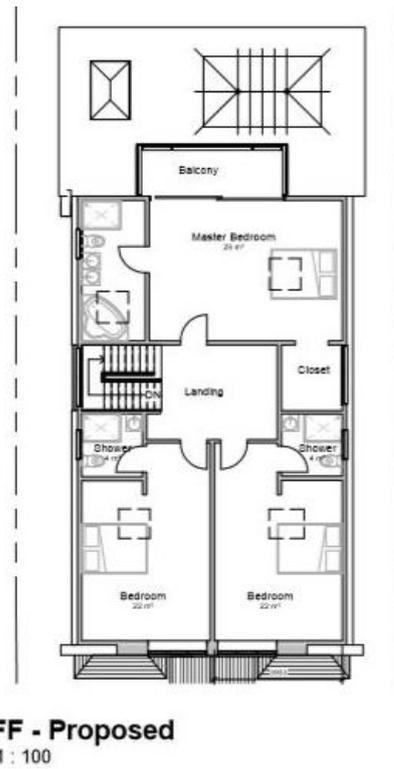
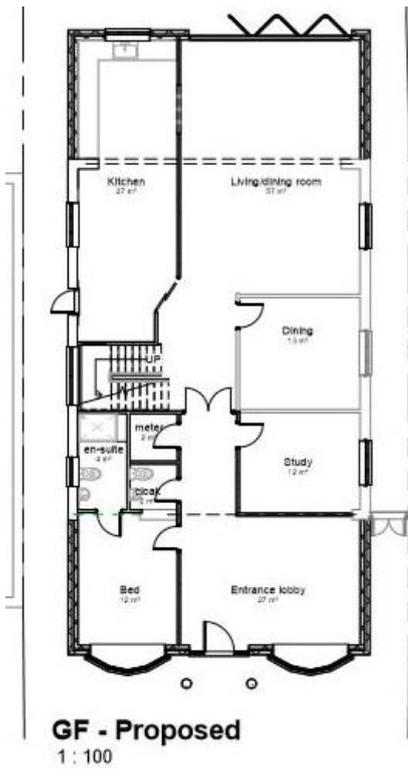


Fig 3. Proposed floor plans.

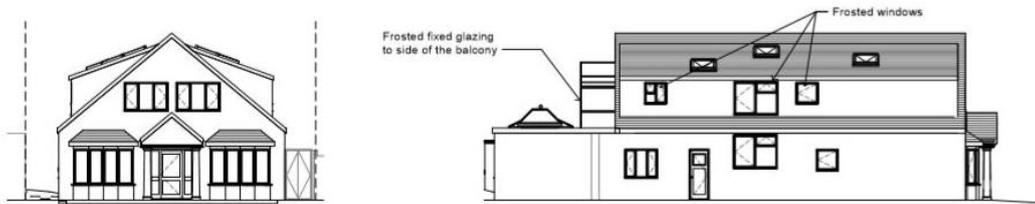


Fig 4. Proposed front (north) and side (east) elevations.

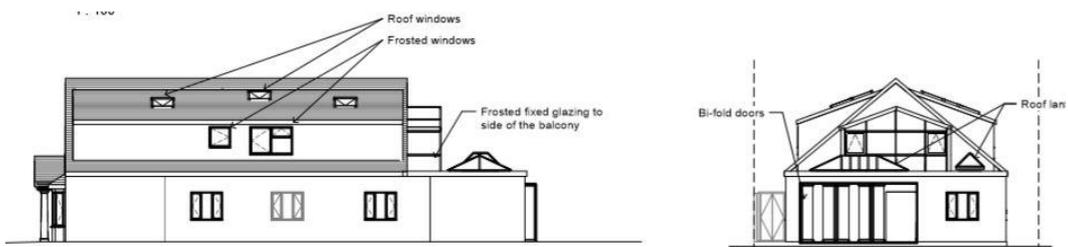


Fig 5. Proposed rear (south) and side (west) elevations.

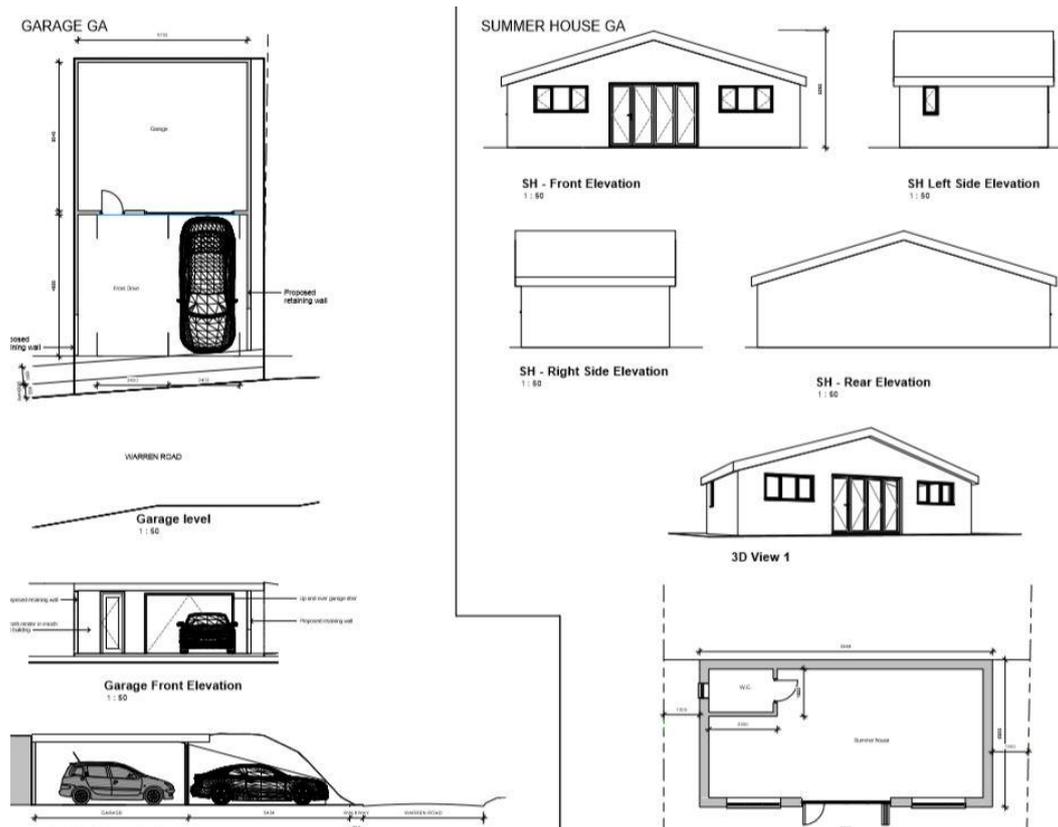


Fig 6. Proposed garage and garden building.

#### 4. RELEVANT PLANNING HISTORY

4.1 No relevant history

#### 5. CONSULTATION SUMMARY

##### A) Statutory

##### 5.2 Highways – no objection

There is no footway in this section of Warren Road requiring pedestrians to walk on the highway. The proposed garage would not appear to measure 6m in deep in order to accommodate a vehicle in accordance with the Council's standards. Nonetheless, the proposal shows parking spaces in front of the proposed garage which on balance would provide sufficient parking for the property. Furthermore, the amended scheme would provide sufficient space for parking a vehicle so that it would not overhang the highway and allow space for the driver/occupant(s) to walk from the parking space to the dwellinghouse without walking in the highway. No objection subject to recommended conditions/informatives.

##### B) Local Groups

5.3 n/a

##### C) Neighbouring occupiers

5.4 Objections

#### 5.4.1 General

- Development has not been discussed with neighbours,
- Application details are incorrect and do not contain a statement describing the development,

#### 5.4.2 Design

- Existing mature trees have already been removed in preparation for the works harmful to the character of the area,
- Footprint would be substantially enlarged and extend beyond neighbouring properties/building line,
- Front porch would be overly elaborate,
- Size, scale height and bulk of the upper floor house extensions and increased ridge height would be excessive and over dominant, overdeveloping the existing modest bungalow and plot, with insufficient spacing causing a cramped appearance,
- The bulky and modern design and stark materials would be out of keeping with traditional dwellings in the locality (other developments were required to match),

#### 5.4.3 Neighbouring amenity

- Size, scale height and bulk of the upper floor house extensions and proximity to neighbours would cause overshadowing and loss of outlook from habitable rooms and garden and would be unattractive,
- No existing side flank windows and proposed new side flank windows would overlook neighbours,
- Rear balcony feature would cause overlooking to neighbours,
- Size of garage and outbuilding would be excessive and would overdevelop the plot,
- Size of rear outbuilding together with raised ground level would cause loss of outlook, loss of views overlooking to neighbours,

#### 5.4.4 Highways and parking

- Proximity of the garage to highway would cause cars parked in front to overhang and cause obstruction, harmful to highway and pedestrian safety,
- Construction process and removal of earth bank would cause disruption and highway hazard,

#### 5.4.5 Other

- Needs retaining walls/structures to maintain land stability,
- An existing electricity line would be removed/replaced satisfactorily and at Applicant/Developers expense,

## **6. POLICIES AND GUIDANCE**

### **6.1 National Policy Framework 2019**

### **6.2 NPPG**

### **6.3 The London Plan**

D4 – Delivering good design

### **6.4 Bromley Local Plan 2019**

6 Residential Extensions  
8 Side Space  
30 Parking  
32 Road Safety  
37 General Design of Development  
73 Development and Trees

## **6.5 Bromley Supplementary Guidance**

SPG1 – General Design Principles

SPG2 – Residential Design Guidance

## **7. ASSESSMENT**

### **7.1. Procedural matters**

7.1.1 The application details are clear and sufficient enough to enable the Council to determine the proposal.

7.1.2 Although Applicant/Developer engagement with neighbours is desirable it is not compulsory. The Council has carried out notification/consultation in accordance with its adopted standards including writing to properties that directly adjoin the application site.

### **7.2 Design and landscaping – 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. 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.

7.2.2 London Plan and BLP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

7.2.3 Policies 6, 37 and 73 of the Bromley Local Plan (BLP) and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions, are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development including trees and landscaping that contribute towards the character and appearance of the area.

7.2.4 It is noted that there is a staggered building line in this part of Warren Road and the dwellings are varied in design. The increased depth and height, along with the proposed roof alterations and gable frontage, would significantly alter the appearance of the existing modest single storey pyramid hipped roofed dwelling with substantial front and rear extensions and a raised roof containing bulky dormer windows. The total depth of the proposed enlarged building would measure approximately 19m at ground floor level and 14m at first floor level, although this would comprise approximately 4m forward projection to the front and 4m rearward

projection to the rear and this would not appear to be excessive; individually or cumulatively. The proposal would also increase the ridge by approximately 1m although the resulting roof formation would be comparable or lower than the roof heights of the neighbouring properties and introduces dormer windows to each side although they would be set well within the roof slopes thereby reducing their bulk and again this would not appear excessive. It would not project closer to the side flank boundaries and would maintain spacing around the resulting building, particularly at upper floor level as it would form roof extensions rather than a full height additional first floor storey. Overall, the proposal would not appear to overdevelop the plot or result in a cramped appearance in relation to the boundaries and neighbouring properties, taking into account the variety of dwelling types and styles in this area. The dwelling would be more visible from the highway however notwithstanding the forward extension it would nonetheless remain setback and would not appear unduly prominent. There is a variety of architectural designs in the locality and the proposed design would not detract from the appearance of the site or its wider setting. The design and materials could also be managed by planning condition,

- 7.2.5 The proposed garage would excavate the existing earth bank at the front and replace it with a double garage, and an outbuilding to the rear. A number of properties within this part of Warren Road have similar garages and/or parking spaces positioned off the road; the general principle is established and part of the character of the area and subject to suitable details and landscaping would not be a detrimental to the spatial standards and appearance of the area. The proposed garden outbuilding, measuring approximately 5m x 9.9m and 2m to the eaves and 3.9m to the ridge, would be sizeable however it would be well separated from the dwellinghouse, it would maintain space around it, and would not dominate the site and the dwelling curtilage and would retain a large outdoor amenity area. The proposed outbuildings either in themselves or together with the proposed additions would remain subservient to the site and its setting and would not lead to an overdevelopment or a cramped appearance.
- 7.2.6 The proposed outbuilding layout shows a W/C. It does not show other elements of living accommodation such as sleeping accommodation, a full bathroom/shower room or kitchen and does not appear to be intended for separate independent residential use. If it were to be used as a separate residential unit and severed from the dwellinghouse then it may not provide a suitable standard of accommodation, its own amenity space and parking space (that would be required for an independent dwelling) and moreover, it would not respect the predominant pattern of development in the area. Therefore, if planning permission is granted for the annexe it should be restricted for the ancillary use of the members of the household only managed by condition; to ensure that it does not become severed and separately inhabited in its own right and thereby offer substandard independent living accommodation.
- 7.2.7 As mentioned, the application site lies within a spacious and sylvan setting and the application site has mature and well landscaped grounds. Notwithstanding this, however, the proposed development itself would not appear to directly affect or harm trees/vegetation that is important to the character and appearance of the site or to the wider appearance of the streetscene.

### 7.3 Neighbouring amenity – acceptable

- 7.3.1 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.
- 7.3.2 It is noted that there is a staggered building line in this part of Warren Road and the existing building is set back behind the immediate neighbouring properties which have some side flank windows facing towards the application site. However according to comments received and site observations the neighbouring side flank windows appear to serve as secondary or additional windows to rooms with their main outlook towards the front and rear. As such, although the proposal would be substantial in size and different from the existing relationship and would be visible from the neighbouring properties, taking into account the proximity, the size and scale and relationship with the neighbouring properties including the plot orientation and path of the sun would not be unduly prominent and would not have a significantly harmful impact on their outlook or natural sun/daylight enough to warrant refusal.
- 7.3.3 According to the submitted details the main outlook from the proposed extensions would continue to be to the front and rear where any additional overlooking, noise and general disturbance would not have a significantly greater impact on neighbouring privacy amenities by reason of overlooking. The upper floor side flank windows which could cause additional harmful overlooking to the neighbouring properties would serve non-habitable rooms and circulation spaces and could be fitted with obscure glazing and restricted opening windows to preserve neighbouring privacy amenities without having an unacceptable living environment for the occupants of the development and could be managed by planning condition.
- 7.3.4 The proposed garage and outbuilding would also be visible from the neighbouring properties. Notwithstanding the rising ground levels from the front to the rear of the site given the degree of separation the garage and outbuilding would not have a significantly more harmful impact upon outlook or overshadowing and would not offer significant opportunity for additionally harmful overlooking to neighbouring properties. Notwithstanding, this the existing ground level(s) and proposed slab/floor levels of the proposed outbuildings could be confirmed and managed by planning condition as necessary.

### 7.4 Highways – acceptable

- 7.4.1 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.

- 7.4.2 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.
- 7.4.3 The London Plan and BLP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan and BLP should be used as a basis for assessment.
- 7.4.4 There is no footway along this part of Warren Road. The proposed garage would measure less than 6m deep, conflicting with the standard dimensions. However, there would be space in front of the garage for vehicle parking for at least two vehicles and this would comply with the parking requirement for the dwelling. The revised plans would provide sufficient space on the resulting forecourt for a vehicle to park; clear of the opening garage door, without overhanging the highway and to allow the driver/occupants to walk from the vehicle to the dwellinghouse without stepping into to the highway, and would not raise parking or highway safety concerns. Notwithstanding this, the proposal should provide suitable drainage to avoid surface water run off onto the highway and this could be managed by condition. The proposal would also require substantial excavation of earthworks and the Applicant should make any necessary arrangements for road closure or obstruction during that time and could be reminded of this by planning condition.

## 8. **Conclusion**

- 8.1 Having had regard to the above it is considered that the development in the manner proposed is acceptable as it would not impact detrimentally on the character of the area, it would not result in a significant loss of amenity to local residents, or highway and parking issues and it is recommended that planning permission is granted.
- 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**

**Materials in accordance with the approved details**

**Side Space**

**No additional upper floor side windows**

**Privacy Screening Details (balcony)**

**Approved upper floor side windows obscure glazed/restricted opening**

**Annexe/Outbuilding Restriction**

**Highway Surface Water Drainage**

**Garages/parking in accordance with the approved details**

Informatives

**Party Wall Act  
Side Space**

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