

Committee Date	16.09.2021	
Address	37 Wood Ride Petts Wood Orpington Bromley BR5 1QA	
Application Number	21/02457/FULL6	Officer - Robin Evans
Ward	Petts Wood and Knoll	
Proposal	Part one/two storey wraparound extension with loft extension including gabled dormers to side elevations and rooflights. (Amended drawings).	
Applicant	Agent	
Mr and Mrs Colyer	Mr Frank Knight	
37 Wood Ride Petts Wood Orpington BR5 1QA	1 Forde Avenue Bromley BR1 3EU	
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 Biggin Hill Safeguarding Area London City Airport Safeguarding London City Airport Safeguarding Smoke Control SCA 4</p>

Representation summary	Neighbour letters sent 25 May 2021	
Total number of responses	1	
Number in support	0	
Number of objections	1	

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. 37 Wood Ride, Petts Wood, a detached two storey dwelling located on the southern side of the highway. The land is predominantly level and the boundaries are marked by a mixture of close boarded fencing, trees and vegetation. The dwelling has a gable ended pitched roof and forward and rearward projecting gable ended features. There is a detached garage alongside/rear of the dwelling at the eastern boundary, accessed via a single lane driveway, and a subsequent detached shed/greenhouse beyond it.
- 2.2 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.
- 2.3 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.
- 2.4 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.

- 2.5 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.
- 2.6 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.
- 2.7 Some of the dwellings have been altered and extended in various ways.



Fig 1. Site location plan.



Photo 1. No. 37 Wood Ride (centre).



Photo 2. No. 37 Wood Ride (rear).



Photo 3. View towards rear of No. 39 Wood Ride.



Photo 4. View towards rear of No. 35 wood Ride.

3. PROPOSAL

- 3.1 Planning permission is sought for demolition of existing detached garage and erection of part two storey rear extension, part single storey side/rear extension and side dormer windows and roof light windows.

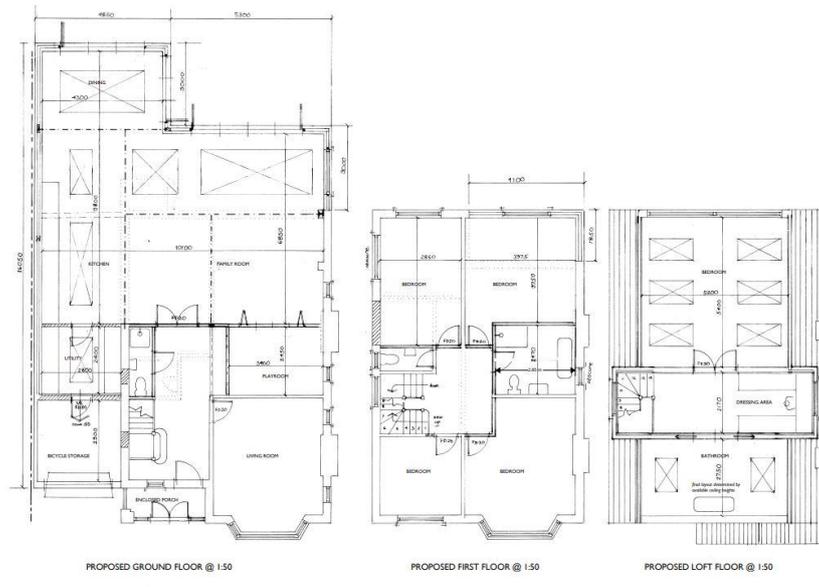


Fig 2. Proposed floor plans.



Fig 3. Existing and proposed elevations.

4. RELEVANT PLANNING HISTORY

4.1 No relevant site history.

5. CONSULTATION SUMMARY

A) Statutory

5.1 Highways: Although the proposal would remove the existing garage there would remain 2 parking spaces within the property in accordance with the Council's standards and there is no objection on highway grounds.

B) Local Groups

n/a

C) Adjoining Occupiers

5.2 General

- The submitted block plan is incorrect: showing the building positioned further forward than it is and therefore with different effects on neighbouring buildings/occupants than indicated in the drawings.

- 5.3 Neighbouring amenity
- The depth and height of the extension(s) would form a tunnelling effect to neighbouring properties, harmful to their outlook and causing overshadowing,
 - The position, proximity and height of the proposed side flank windows would harm neighbouring privacy and should be fitted with obscure glazing,

6. POLICIES AND GUIDANCE

6.1 National Policy Framework 2019

6.2 NPPG

6.3 The London Plan 2021

D4 Delivering Good Design

6.4 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

6.5 Bromley Supplementary Guidance

SPG1 – General Design Principles

SPG2 – Residential Design Guidance

7. ASSESSMENT

7.1 Design and landscaping – Acceptable

- 7.1.1 Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 7.1.2 London Plan and BLP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.
- 7.1.3 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.

- 7.1.4 As mentioned above the Petts Wood ASRC is characterised by detached two storey inter-war dwellings; set within relatively spacious plots. Some dwellings are positioned closer to one side boundary than the other, and those also dwellings also tend to have a side accessed garage as in this case, with 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.
- 7.1.5 The existing dwelling has a relatively narrow width with gable ended roof formation; a prominent gable ended bay window feature, and a modest single garage positioned to the side and rear of the dwellinghouse. The main two storey element measures approximately 7.5m wide and 11m deep; with a 0.5m forward gable bay window and a 1.8m deep single storey/two storey projection.
- 7.1.6 The current proposal would mostly consist of a two-storey rear extension positioned behind the existing dwelling measuring approximately 3m deep at single storey level and 1.9m deep at first floor level, with a single storey side extension measuring approximately 3.2m wide (projecting to the side boundary) and 16m deep. The side extension would infill the existing space along the side of the dwelling and its rearward projecting element would effectively replace the built form currently occupied by the existing detached garage. Overall, the proposal would not be disproportionate to the dimensions of the existing dwelling. The rearward projection of the two storey element would be positioned directly behind the existing dwelling, it would not appear to encroach upon the existing separation from the side flank boundaries (approximately 3.1m to the east side and 1.3m to the west side) and would therefore maintain the existing spacing as it would be apparent from fairly oblique views along the side of the dwelling; mostly from the eastern side, it would not appear unduly prominent or overbearing within the street scene. The proposed side dormer windows would be modest in size; set away from the ridge and eaves of the roof slopes, i.e. well within the roof slopes, and consequently they would not dominate or overpower the roof formation or appear cramped or overcrowded. Although the single storey side extension would project up to the east side boundary with No. 35 it would be single storey in height and this would maintain space around the dwelling at the upper floor level and thereby maintaining the spacious characteristics of the site and its setting in this part of Wood Ride.
- 7.1.7 The proposed design would retain and maintain the existing main gable ended roof formation and the prominent front bay window and gable ended roof detail. The single storey side element would have a pitched and gable ended roof at the front, respecting the pitched and gable ended roofs of the main dwelling and obscuring the mainly flat roofed section behind which, as mentioned would be less visible within the street scene. 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.

7.1.8 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 removed, although there would remain some forecourt space in the frontage to provide the necessary parking; discussed further below, and this would not diminish or detract significantly from the existing landscaping and the Garden Village principle characteristic of the ASRC.

7.2 Neighbouring amenity – Acceptable

7.2.1 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.

7.2.2 As mentioned, the proposed rear extension would be approximately 3m deep at single storey and 1.8m deep at first floor level, compared with the existing single storey and two storey rear extension(s). It would project beyond the rear of the neighbouring properties although not excessively so and it would be separated from No. 35 by approximately 6.5m, with its own garage in between, and from No. 39 by approximately 2.8m. 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.

7.2.3 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. The upper floor side flank and rooflight windows would either serve circulation spaces, or non-habitable rooms such as bathrooms, or they would be secondary windows to habitable rooms and in either case 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.

7.3 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.
- 7.3.3 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.
- 7.3.4 Although the proposal would involve the removal of the existing garage and some parking space(s) along the side of the dwelling there would remain forecourt space available for parking without necessarily directly leading to additional on-street parking and furthermore there is no objection from the Council's Highway Department.

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. For these reasons and subject to recommended conditions 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
Matching Materials
Side Space
Obscure glazed windows

Informatives

Party Wall Act
Side Space

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