

SECTION '2' – Applications meriting special consideration

Application No : 11/01646/FULL1

Ward:
Darwin

Address : 305 Main Road Biggin Hill TN16 3JJ

OS Grid Ref: E: 542692 N: 158414

Applicant : Mr Lee Knighting

Objections : YES

Description of Development:

Detached two storey two bedroom dwelling

Key designations:

- Biggin Hill Safeguarding Birds
- Biggin Hill Safeguarding Area
- London City Airport Safeguarding
- London Distributor Roads

Proposal

The proposed dwelling would be built to the western side of the dwelling at No 305 within an area which currently forms part of the residential curtilage of that property. The detached house would measure 4.9m (max w) x 7.3 (max d) and incorporate a staggered design with the rear part of the property stepped further in from the boundary given the tapered boundary line. Two dormers would be included within the front roof slope and a single larger dormer along the rear. A detached outbuilding would be demolished within the proposed rear garden area, whilst access would be shared with the existing property at No 305.

Location

The application site forms part of an existing residential curtilage and is located between two storey residential properties either side. The rear part of the site adjoins the Green Belt.

Comments from local residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- Inappropriate development within garden land
- Loss of light to neighbouring property
- Development will lead to undesirable overlooking
- Overdevelopment of the site
- Existing dwelling at No 305 has already been significantly extended

- Development site was previously a well kept garden
- Inadequate parking provision for existing and proposed houses
- Vehicles could park in the highway posing a safety hazard
- Lack of space to enable building vehicles on the site
- Dwelling will be out of line with No 303A
- Neighbouring property will be overshadowed
- Vehicles may obstruct passing traffic

Any further objections will be reported verbally to Members

Comments from consultees

From a Highways perspective concerns have arisen in relation to the safety and practicality of the parking layout. Main Road is a classified road, a London Distribution Route, and part of the A233. The applicant has expanded the parking areas as far as the site allows. However, in order to allow vehicles from both properties to be able to turn on site manoeuvring will have to take place over the frontage of the other property. Vehicles will have to be parked only as shown on the plan as well. While this may not be an issue if the ownership of the properties is within the same family, it is not considered that this can be guaranteed if they are not. Consequently this could lead to vehicles parking in the highway or having to reverse to /from the highway.

Planning Considerations

Policies BE1 (Design of New Development), G6 (Land adjoining Green Belt or Metropolitan Open Land), H7 (Housing Density and Design), H9 (Side Space), T3 (Parking) and T18 (Road Safety) of the Unitary Development Plan apply to the development and should be given due consideration.

Planning History

Under ref. 05/03010 permission was granted for a single storey rear extension at the existing property at No 305. That application initially included a new dwelling, although that element of the application was withdrawn.

Under ref. 10/01984 a proposed two storey two bedroom detached house was refused on the following grounds:

“The proposed development would constitute a cramped form of development, out of character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.”

“The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjacent property at No 303A Main Road might reasonably expect to be able continue to enjoy by reason of visual impact and loss of prospect in view of its proximity to the boundary and forward projection, thereby contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.”

A subsequent application, ref. 11/00164 for a similar scheme was withdrawn in order to address highways concerns.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and its impact on highways safety. Under ref. 10/01984, which sought a two storey dwelling, concerns were raised in relation to the proposed siting and it was considered that the resultant house would appear cramped and dominant from the neighbouring dwelling at No 303A. Within the refusal grounds reference was drawn to Policy H9 since only a minimum 0.5m separation was shown to be retained between the dwelling and the flank boundary. As such the development would appear cramped and out of character given the spatial and separation standards which characterise the area. Further concerns were raised in regard to the proximity of the proposed dwelling to the neighbouring house at No 303A given that the proposed dwelling would project substantially further forward, and would affect its amenities by reason of visual impact and loss of prospect.

In contrast to the 2010 application (which incorrectly identified the actual boundary position) this proposal incorporates a minimum 1.0m separation to the western (flank) boundary with the dwelling footprint set deeper into the site. As such a greater degree of separation will be maintained to the neighbouring dwelling at No 303A and its amenities will therefore be less affected, particularly in terms of visual impact. The size of the dwelling has been further reduced since the withdrawn 2011 application in order to overcome highways concerns. This proposal constitutes a less cramped form of development and it is not considered that local spatial standards will be adversely affected.

In this case, it is noted that technical highways objections have still been raised despite the revisions made to the 11/00164 application which have resulted in a larger parking area. Concerns are raised on the basis that in order to allow vehicles from both properties to be able to turn on site manoeuvring will have to take place over the frontage of the other property, and that vehicles will have to be parked only as shown on the plan as well. While this may not be an issue if the ownership of the properties is within the same family, it is not considered that this can be guaranteed if they are not. Consequently this could lead to vehicles parking in the highway or having to reverse to /from the highway. However, this concern may be resolved through the implementation of a legal agreement aimed at ensuring that shared access is available to both properties on a permanent basis irrespective of their ownership, and Members may therefore wish to consider this option.

Background papers referred to during production of this report comprise all correspondence on file ref: 05/03010, 10/01984, 11/00164 and 11/01646, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

1ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
 2ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
 3ACC03 Details of windows
 ACC03R Reason C03
 4ACI09 Side space (1 metre) (1 insert) western
 ACI09R Reason I09
 5ACI17 No additional windows (2 inserts) first floor western dwelling
 ACI17R I17 reason (1 insert) BE1
 6ACH03 Satisfactory parking - full application
 ACH03R Reason H03
 7ACH32 Highway Drainage

To ensure a satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.

8ACI02 Rest of "pd" Rights - Class A, B,C and E

To control future development on this site and prevent an overdevelopment, in accordance with Policies BE1 and H7 of the Unitary Development Plan.

In granting permission the local authority had regard to the following: -

The relevant policies of the London Borough of Bromley Unitary Development Plan are BE1, G6, H7 and H9.

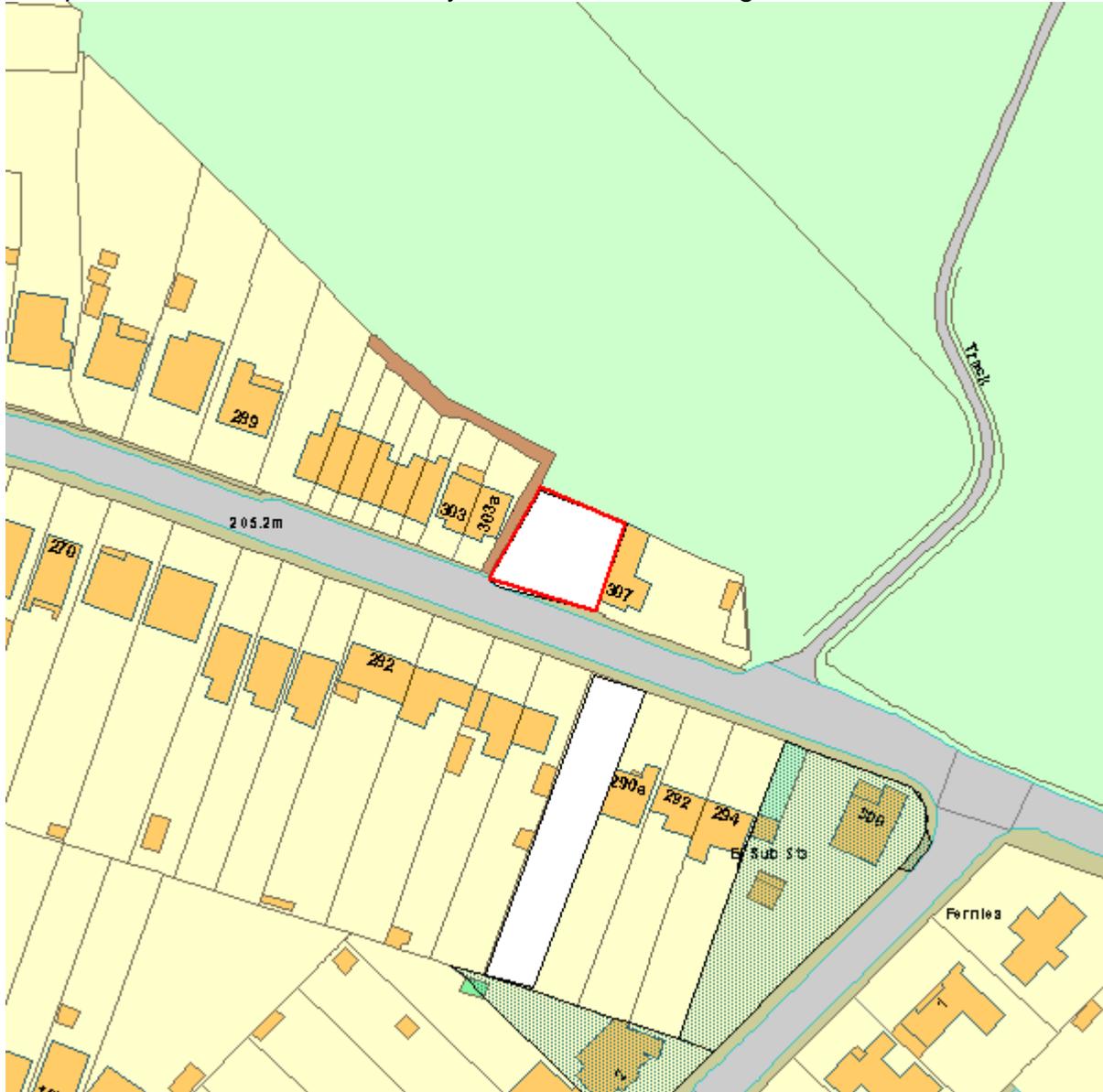
The development is considered satisfactory in relation to the following:-

- the appearance of the development in the street scene;
- the relation of the development to the adjacent property;
- the character of the development in the surrounding area;
- the impact on the amenities of the occupiers of adjacent and nearby properties;
- the light and outlook of occupiers of adjacent and nearby properties;
- the privacy of occupiers of adjacent and nearby properties.

INFORMATIVE(S)

- 1 RDI10
- 2 RDI12
- 3 Any reposition, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.

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