

**Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No : 17/00444/FULL6**

**Ward:  
West Wickham**

**Address : 39 The Avenue West Wickham BR4 0DX**

**OS Grid Ref: E: 538950 N: 166744**

**Applicant : Miss Rodrigues**

**Objections : NO**

**Description of Development:**

Part 1/2 side/rear/front extension, formation of front porch.

**Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Metropolitan Open Land  
Open Space Deficiency  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 2

**Proposal**

Planning permission is sought for a two storey side extension and a single storey rear extension. The property benefits from an existing single storey garage and part single storey rear extension. The existing garage is proposed to be retained on the ground floor with a new utility room, W/C, Breakfast Area, Kitchen & Family Area built behind it. On the first floor one of the existing bedrooms is to become a new bathroom and two new bedrooms are proposed.

The two storey side extension will measure 9.5m in depth x 3.1m in width x 8.4m in height. The side extension will have a hipped roof which will sit down from the main ridge height and sit back from the main front building line. The garage will be built 0.89m further forward and will be built flush with the new front porch.

The application also proposes a new porch and overhang tile detailing measuring 0.89m in depth x 2.3m in width x 2.8m in height. Both areas are covered by a lean to with roof detailing.

**Location**

The application site is a semi-detached property located on the northern side of The Avenue, West Wickham. To the east of the site, immediately to the site boundary lies a grassed area of land which is owned by the Council and an electrical sub-station. The grassed area of land measures approximately 24m in width.

The planning application is accompanied by a Design & Access statement.

## **Consultations**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

Highways - The development will result in the loss of one parking space by conversion of part of the garage into habitable accommodation. However, there are spaces available within the site's curtilage which would be utilised for parking. Therefore on balance as it is a small development, I raise no objection to the proposal, subject to conditions.

## **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework which is a key consideration in the determination of this application.

The Councils adopted SPG guidance is also a consideration.

### **Draft Local Plan (2016)**

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017.

Draft Policy 6 Residential Extensions  
Draft Policy 8 Side Space  
Draft Policy 37 General Design of Development

### **London Plan (2015)**

London Plan Policy 7.4 Local Character

The National Planning Policy Framework (NPPF) is also a material consideration.

There is no planning history associated with the site.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The single storey rear extensions will have a rear projection of 4.2m along the boundary with No.37. No.37 also benefits from his own rear extension to a depth of roughly 3-3.5m. The rear extension at No.37 will extend slightly deeper than that of the neighbours. Given the separation from the other neighbour by virtue of the grassed area of land the rear extension is considered acceptable.

The side extension is proposed to be built above the existing garage and up to the boundary. The general principle of the first floor extension is considered acceptable and a similar example exists close by at No.120 The Avenue, granted planning permission under ref:- 16/01155. No windows are proposed in the flank elevation at first floor level.

As set out in the Design & Access statement an open area of grassland is located on the north east of the property. This land is rented by the applicants as garden land under a licence with The Council, it cannot be built on because a drain runs through the site as well as a substation.

As stated above the two storey element of the proposal is to be built up to the boundary. The existence of this permanent separation is such that the proposal will not result in any unrelated terracing or any detrimental impact to the spatial standard evident in the area.

Given these mitigating set of circumstances, the proposal is not considered to result in a detrimental impact on the street scene or in a cramped appearance, nor result in any loss of visual amenity in line with the guidance set out in Policy H9.

In terms of proposed materials, the proposal will be consistent with the prevailing nature of development in the area, with all materials to match the existing property to a satisfactory degree.

Having had regard to the above, it was considered that the siting, size and design of the proposed first floor side extension and single storey rear extension is acceptable in that it would not result in a detrimental impact on neighbouring amenity or in a harmful impact on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00444 and any other applications on the site and in the Planning History section above, excluding exempt information.

as amended by documents received on 07.03.2017

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

- 1        The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**REASON: Section 91, Town and Country Planning Act 1990.**

- 2        Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

- 3        The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

- 4        Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

**Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.**