

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

**Application No :** 18/02708/FULL6

**Ward:**  
Mottingham And Chislehurst  
North

**Address :** 16 Walden Avenue Chislehurst BR7 6EN

**OS Grid Ref:** E: 543094 N: 171499

**Applicant :** Mr S Usher

**Objections : NO**

**Description of Development:**

Part one/two storey side/rear extensions

**Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 51

**Proposal**

Permission is sought for a part one/two storey side/rear extension. At ground floor level it will project 2.225m from the flank wall and will be 9.8m deep, projecting 3.4m beyond the existing rear elevation. It will wrap around the property at the rear and will be 7.6m wide. At first floor level, the extension will be set back 4.2m from the front elevation. It will project 1.3m from the flank elevation and will be 5.6m deep, projecting 3.4m beyond the existing rear elevation. It will wrap around the property at the rear and will be 4.2m wide. The existing attached garage will be removed to accommodate the proposal.

**Location and Key Constraints**

The application site is a two storey semi-detached property located on the north-eastern side of Walden Avenue, at the junction with Elmstead Avenue.

**Comments from Local Residents and Groups**

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

**Comments from Consultees**

Highways:

- The proposal includes removing the existing garage which is well below the normally required 6m x 2,6m (4.6m x 2.2m).
- There is one parking space on the frontage although there is room to extend the hardstanding if required.
- Given the scale of the development I would have no objection to the application.

**Policy Context**

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and

(c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

The National Planning Policy Framework was published on 24th July 2018. According to paragraph 48 of the NPPF decision makers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to Hearings from 4th December 2017 and the Inspectors report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

The application falls to be determined in accordance with the following policies:

#### London Plan Policies

7.4 Local character  
7.6 Architecture

#### Unitary Development Plan

H8 Residential extensions  
H9 Side space  
T3 Parking  
BE1 Design of new development

#### Draft Local Plan

6 Residential Extensions  
8 Side Space  
30 Parking  
37 General Design of Development

#### Supplementary Planning Guidance

SPG1 - General Design Principles  
SPG2 - Residential Design Guidance

#### **Planning History**

There is no planning history on this site.

## Considerations

The main issues to be considered in respect of this application are:

- Design
- Highways
- Neighbouring amenity

### Design

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.

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

At ground floor level it will project 2.225m from the flank wall and will be 9.8m deep, projecting 3.4m beyond the existing rear elevation. It will wrap around the property at the rear and will be 7.6m wide.

At first floor level, the extension will be set back 4.2m from the front elevation. It will project 1.3m from the flank elevation, providing 1m side space to the flank boundary. It will be 5.6m deep, projecting 3.4m beyond the existing rear elevation. It will then wrap around the property at the rear and will be 4.2m wide, providing 2.6m separation to the eastern flank boundary. The proposed roof will be set down significantly from the main ridge.

Policy H9 requires a minimum of 1m space from the side boundary of the site to be retained for the full height and length of the flank wall of the building to prevent extensions which would be harmful to the spatial standards of its residential areas and an unrelated terracing effect. This is expected for the full height and length of the flank wall including any existing ground floor aspect. In order to prevent a cramped appearance which can lead to unrelated terracing and to safeguard the amenities of the neighbouring property. The first floor element is set in 1m from the flank boundary however the ground floor will extend up to the flank boundary line. It is noted that this property has an existing attached garage in this location which will be removed to accommodate the proposal. Whilst the proposal will not provide 1m side space for the full height and length of the development, in this instance, having regard to the generous set back of the first floor extension, it is considered that the proposed extension will not result in a cramped form of development on the site, and would not have a detrimental impact on the character and spatial standards of the surrounding area.

It is also noted that the neighbouring properties to the east, no's 14 and 12, have been subject to similar extensions under planning refs 98/03282/FUL and 99/01523/FULL1 respectively. This current proposal is of a similar size and design to these neighbouring extensions, including their relationship to the boundary. It is therefore considered that the proposal is in keeping with surrounding developments.

Having regard to the form, scale and siting it is considered that the proposed extension would complement the host property and would not appear out of character with surrounding development or the area generally.

### Highways

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.

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.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

The area has a PTAL level of 2 (on a scale of 0 - 6b, where 6b is the most accessible). The existing attached garage, which is well below the normally required 6m x 2.6m, will be removed to accommodate the proposal. There is one parking space on the frontage although there is room to extend the hardstanding if required. As such no objection is raised from the Councils Highways Officer.

#### Neighbouring amenity

Policy BE1 of the UDP 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.

With regards to the adjoining property, No.14, the proposed extension will project 3.4m to the rear, close to the boundary, at ground floor level only. The first floor element is set in 2.6m from this shared flank boundary. It was noted on site that this adjoining property has been subject to a similar part one/two storey extension. Furthermore the 45 degree line was established and no part of the first floor extension was within 45 degrees of the middle of the first floor rear window of No.14, therefore this element is not considered to impact significantly on the amenities of this adjoining property with regards to loss of light, outlook or visual amenity.

With regards to the neighbouring property to the west, No.18, the single storey element will project close to the boundary. The roof of the ground floor will be flat. At first floor level, the extension is set in 1m from the flank boundary and the roof is set down significantly from the main ridge given the separation between these properties, the proposed extension is not considered to impact significantly on the amenities of this neighbouring property.

Having regard to the scale, siting and separation distance of the development, it is not considered that a significant loss of amenity with particular regard to light, outlook, prospect and privacy would arise.

#### CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application.

#### Conclusion

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area

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**

### **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 No windows or doors shall at any time be inserted in the flank elevations of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**