

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

**Application No :** 18/01862/FULL6

**Ward:**  
**Petts Wood And Knoll**

**Address :** 48 Hazelmere Road Petts Wood Orpington  
BR5 1PD

**OS Grid Ref:** E: 544513 N: 168320

**Applicant :** Mr & Mrs Bell /Mr &Mrs Davidson

**Objections : YES**

**Description of Development:**

Joint application for 46 & 48 Hazelmere Road:

46- Single storey rear extension

48- Loft conversion and single storey wraparound extension

**Key designations:**

Area of Special Residential Character

Biggin Hill Safeguarding Area

London City Airport Safeguarding

Smoke Control SCA 4

**Proposal**

The application has been submitted as a joint application between the owners of No's 46 and 48 Hazelmere Road.

The proposal seeks permission for the following forms of development:

Number 46 Hazelmere Road - Single storey rear extension;

Number 48 Hazelmere Road - Single storey rear/side extension and loft conversion to incorporate hip to gable roof enlargement, rear dormer extension and rooflight windows to the front roofslope.

The single storey rear extensions at both No's 46 and 48 will have a rearward projection of 5m and these will be built to adjoin one another across the shared property boundary. The extensions will span the width of the host dwellings, however the proposed extension at No.48 will also project beyond the flank elevation of the host dwelling by approx. 1.2m to provide a small single storey side extension element. The flank elevation of the side extension element will retain a separation of approx. 1m to the property boundary, and will be set back from the front elevation of the host dwelling by approx. 4.4m.

The proposed rear extensions will have a parapet wall in the centre where they adjoin each other, and a flat roof across both extensions with roof lanterns.

No.46 already benefits from a hip to gable roof enlargement, rear dormer extension and rooflight window to front roofslope. It is proposed to introduce the same for of development to the roof of No.48 to match that at No.46.

The proposal will not result in any alteration to the car parking layout at either No.46 or No.48.

Location and Key Constraints

The application site hosts a pair of semi-detached dwellings, and is located within the Petts Wood Area of Special Residential Character.

#### Comments from Local Residents and Groups

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

#### Comments from Consultees

No consultations were required.

#### **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  
H10 Areas of Special Residential Character  
T3 Parking  
T18 Road safety  
BE1 Design of new development

Draft Local Plan

6 Residential Extensions  
44 Areas of Special Residential Character  
30 Parking  
37 General Design of Development

Supplementary Planning Guidance

SPG1 - General Design Principles  
SPG2 - Residential Design Guidance

### **Planning History**

Planning history at No.48 can be summarized as follows:

Planning permission was previously refused under reference 17/03000 for demolition of existing garage, single storey rear extension and loft conversion for the following ground:

1. The proposed single storey rear extension would, by reason of its excessive rearward projection, have a seriously detrimental effect on the visual and residential amenities of No.46 and the prospect which the occupants of that dwelling might reasonably expect to be able to continue to enjoy, contrary to Policies H8 and BE1 of the Unitary Development Plan.

Following the above refusal, a further application was submitted under reference 17/05488, for Single storey side/ rear extension, roof alterations to include a hip to gable roof enlargement and rear dormer extension. This application was also refused on the following ground:

1. The proposed single storey rear extension would, by reason of its excessive rearward projection, have a seriously detrimental effect on the visual and residential amenities of No.46 and the prospect which the occupants of that dwelling might reasonably expect to be able to continue to enjoy, contrary to Policies H8 and BE1 of the Unitary Development Plan.

With regard to planning history at No.46, there is no planning history at the site despite the existing roof alterations which incorporate a hip to gable roof enlargement, rear dormer extension and front rooflight. It is assumed that this development was carried out under 'permitted development' rights as far as planning legislation is concerned, and Building Regulations with respect of the actual building works.

### **Considerations**

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

- o Resubmission
- o Design
- o Highways
- o Neighbouring amenity

o CIL

### **Resubmission**

The current proposal follows two recently refused applications for development at No.48. The scheme has now been submitted as a joint application for both No's. 46 and 48 Hazelmere Road, in an attempt to overcome the previous refusal grounds relating to rearward projection of the single storey rear extension, and the impact that it would have upon the amenities of the occupiers of No.46.

### **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.

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

Having regard to the form, scale, siting and proposed materials it is considered that the proposed development would complement the host properties. Whilst the proposed single storey side extension to No.48 would be slightly visible from the roadside, it is not considered to be excessive in height or bulk, and as it is set so far back for the front elevation of the host dwelling, it is not considered to result in a detrimental impact upon the host dwelling nor the ASRC.

With regard to the roof alterations proposed at No.48, which include elements that would be visible from the roadside, it is considered that the proposed hip to gable roof enlargement would be in keeping with the design of the adjoining dwelling No.46 and as such, the pair of semi-detached dwellings would regain their symmetrical appearance, enhancing the overall design and character of this pair of properties. Whilst the front rooflights will also be visible from the streetscene, these are not considered to be a conspicuous addition to the overall proposal, particularly given the fact that the adjoining dwelling No.46 already has rooflight window as part of the existing loft conversion, and the proposed rooflights at No.48 would therefore not harm the overall design of the host dwelling No.48, nor would the introduction of the proposed rooflights harm the wider character of the ASRC.

The proposed rear dormer extension to No.48 will ultimately fill the resulting enlarged roof, however the design has been amended from the previously refused scheme. The roof of the proposed dormer extension will be hipped which reduces the overall bulk, the ridge of the roof of the dormer will be set approx. 0.5m below the ridge of the main roof of the dwelling, and the dormer cheeks will be set away from the flank elevations of the resulting roof enlargement. These separations will go some way to reduce the overall bulk and possible impact that the dormer will have upon the streetscene - by setting the dormer roof below the ridge of the main roof it will not be visible from the roadside so will not impact upon the streetscene or ASRC, and by stepping the dormer cheek in from the flank elevation of the gable wall of the roof enlargement, the majority of the dormer will not be visible from the roadside and ASRC other than when viewed at an angle from further down the road. In addition, the design of the dormer extension will largely match the design of the existing dormer extension at the adjoining dwelling, No.46.

Turning to the proposed single storey rear extensions of the scheme, which will span both No's. 46 and 48 Hazelmere Road, the basic design of the rear extensions are not considered to cause harm to the overall design and appearance of the host dwellings. The overall depth is acknowledged to be fairly significant, however as the application is a joint proposal across the two properties, the resulting appearance of the properties would not be unduly harmed.

### **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.

Whilst the proposal involves the loss of the detached garage at No.48 (the detached garage at No.46 is to be retained), there appears to be one parking space on the frontage and the ability of providing an additional space if required. The current parking layout to the front of the property will not alter as part of the scheme. Therefore there is no detrimental impact upon highways conditions.

### **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.

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

Previous applications were refused at No.48 on the basis of the excessive rearward projection of the proposed single storey rear extension (approx. 6m), and the impact that this would have upon the occupiers of No.46 (the adjoining dwelling). Accordingly, the current application has been submitted as a joint application between No's. 46 and 48 so that the proposed single storey rear extension (at a reduced depth of approx. 5m) will span the shared property boundary and be built as one extension across both properties (but would remain in separate use by each property).

On balance whilst the rearward projection of approx. 5m is still fairly substantial for a semi-detached dwelling, as the application is joint and the development would be built as one structure (albeit separated in the centre along the shared property boundary and party wall), it is considered that the proposed single storey rear extensions would no longer have a detrimental impact upon the amenities of the occupiers of No.46 or 48, and there will remain a significant degree of separation to both neighbouring dwelling No's 44 and 50, in order to prevent any undue harm to the occupiers of these neighbouring dwellings.

The proposed single storey side extension element of the scheme at No.48 would not give rise to any detrimental impact upon the visual or residential amenities to the occupiers of No.50, and the roof development proposed at No.48 will also not have any detrimental impact upon the amenities of occupiers of nearby residential dwellings.

#### **CIL**

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has completed the relevant form.

#### **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 of Special Residential Character that the properties lie within.

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 The extensions hereby permitted at Nos. 46 and 48 Hazelmere Road shall be commenced at the same time and carried out simultaneously in complete accordance with the plans hereby approved unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: In the interest of neighbouring amenity and to comply with Policies H8 and BE1 of the Unitary Development Plan.**

**You are further informed that :**

- 1 The applicants are advised that the application hereby approved is a joint application between the owners/occupiers of Numbers 46 and 48 Hazelmere Road, BR5 1PD, and as such all building works must be built as one in order to comply with the conditions of the application submission.**