

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

**Application No :** 19/01539/FULL6

**Ward:**  
West Wickham

**Address :** 10 Hayes Chase West Wickham BR4  
0HZ

**Objections:** No

**OS Grid Ref:** E: 539261 N: 167654

**Applicant :** Mr McClafferty

**Description of Development:**

First floor rear/side extension and increasing the ridge height together with elevation alterations

**Key designations:**

Area of Special Residential Character  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 2

**Proposal**

The application seeks planning consent for the erection of a first floor side/rear extension along with an increase in the ridge height and associated elevational alterations. The proposed first floor rear extension would measure 3.4m deep, 8m wide and would rise to a maximum height of 9m which represents a 0.5m increase over the existing ridge height. The proposed first floor side extension would measure 1.6m wide, and 7.4m deep and would be set back 4.75m from the principal elevation of the host dwelling. The host dwelling would retain a gap of 1.1m from the boundary at first floor level. The application also proposes the insertion of an obscurely glazed window at first floor level in the in the south western elevation.

**Location and Key Constraints**

The application site comprises a two storey detached dwelling of a type characteristic of Hayes Chase, the application dwelling has previously been extended to the front, side and rear. The host dwelling benefits from a generous plot with a substantial hard surfaced parking area to the front of the plot. There is a tree subject to a protection order situated towards the rear boundary of the plot a distance of c. 38m from the proposed extension.

It is noted that a similar extension exists opposite the site at No.11, whilst the neighbouring property at No.8 has recently been granted permission for a part

one/two storey side/rear extension of similar appearance in the street scene to that proposed here.

### **Comments from Local Residents and Groups**

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

### **Comments from Consultees (Verbatim)**

Tree Officer: note the TPO to end of the rear garden. Due to their distance from the proposed footprint, there is very little risk of impact on those trees. So no objection

### **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 24 July 2018 and updated on 19 February 2019. The development plan for Bromley comprises the Bromley Local Plan (Jan 2019) and the London Plan (March 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
- 7.8 Heritage assets and archaeology

#### Local Plan

- 6 Residential Extensions
- 8 Side Space
- 30 Parking
- 37 General Design of Development
- 73 Development and Trees

### **Planning History**

The relevant planning history relating to the application site is summarised as follows:

Application Number	Description	Decision
99/00604/FULL1	Single storey front/side and rear extension	PER 02.06.1999
04/02522/FULL6	First floor side and rear extension	REF 11.08.2004
15/02948/PLUD	Hip to gable roof extension and rear dormer to create habitable accommodation. Certificate of lawfulness for a proposed development	PPUD 27.08.2015

The relevant planning history relating to nearby sites is summarised as follows:

#### No.8 Hayes Chase

18/01466/FULL6	Part one/two storey front/side/rear extension, elevational alterations and demolition of rear garage Single storey front/side and rear	PER 18.06.2018
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#### No.11 Hayes Chase

06/04178/FULL6	Part one/two storey side/rear extension and alterations to roof	PER 18.06.2018
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### **Considerations**

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

- Design
- Highways
- Neighbouring amenity
- Trees
- CIL

#### 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 Local Plan policies further

reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The proposed rear extension is modest in scale and would integrate well with the host dwelling and is considered to accord with the provisions of Policies 6 and 37 of the Bromley Local Plan (2019). Whilst the side extension would be contrary to Policy 8 of the Local Plan as while the first floor element would leave a gap of 1.1m to the boundary the single storey rear extension on which it sits does not. However side extensions of this type are present elsewhere in Hayes Chase and have been permitted on the adjacent dwelling at No.8 and opposite the site at No.11 Hayes Chase. It is noted that the impression of spaciousness in the immediate locality has been protected by the retention of gaps at first floor level which afford views between the dwellings. The first floor side extension would lie above a ground floor element adjacent to the boundary below set back from the main front elevation by 4.75m as such the space at first floor level would be retained and due to the design of the extension to include a subservient pitched roof this element would be almost invisible when viewed from the public realm on Hayes Chase. Therefore it is not considered that this would have a detrimental impact on the visual amenity of the street scene. Policy 8 refers to the desirability of retaining space about buildings to safeguard the amenity of neighbouring residents, to prevent a cramped appearance and to avoid unrelated terracing. The proposed side element of the extension would be consistent with the extensions to other dwellings on Hayes Chase. While it is noted that the ridge height would increase by 0.5m at the rear of the host dwelling it is not considered that this would appear as a prominent or overbearing addition to the host dwelling and would not have a significant adverse impact on the street scene or the character of the area. Having regard to the form, scale, siting and proposed materials it is considered that the proposed extensions 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 Local Plan Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan and Local Plan should be used as a basis for assessment.

The application site has a PTAL of 1b wherein Policy: 30 of the Local Plan states that a 4 bedroom dwelling must have a minimum of 2 off street parking spaces.

The application site benefits from a substantial area of hardstanding to the front of the dwelling sufficient for the parking of in excess of 2 no cars. Therefore having regard to the above no objections are raised on highways or parking grounds.

### Neighbouring amenity

Policy 37 of the Local Plan 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.

The proposed extensions are modest in scale and having regard to the scale, siting, separation distance, orientation, of the development; it is not considered that a significant loss of amenity with particular regard to light, outlook, prospect and privacy would arise. While it is noted that the application proposes the insertion of a flank window in the south western elevation drawing no: P51. REV. B shows this window as being obscurely glazed and it is noted that the proposed window would face onto the flank elevation of the adjacent dwelling and it is therefore not considered that the proposed window would have an adverse impact on the amenity of any neighbouring dwelling. Having regard to the above no objections are raised with regard to neighbouring amenity.

### Trees and Landscaping

While it is noted that there are protected trees situated at the rear of the site, the Council's Tree Officers have considered the application and raised no objection due to the c. 38m separation distance between the proposed extension and the protected trees, and the proposal would not have any other adverse impacts on any other trees or soft landscaping on the plot. Therefore having regard to the above no objections are raised with regards to the provisions of Policy: 73 of the Bromley local Plan (2019).

### 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: To comply with 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 37 of the Bromley Local 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 37 of the Bromley Local Plan and in the interest of the visual and residential amenities of the area.**