

SECTION '2' – Applications meriting special consideration

Application No : 13/04292/FULL1

Ward:
Hayes And Coney Hall

Address : 11 Alexander Close Hayes Bromley BR2
7LW

OS Grid Ref: E: 540462 N: 166301

Applicant : Mrs Tracey Mardle

Objections : YES

Description of Development:

Conversion of existing dwelling to two 3 bedroom terraced dwellings

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency

Proposal

Permission is sought for the conversion of the previously permitted two storey side extension to the eastern flank elevation of 11 Alexander Close to form a three bedroom end-of-terrace dwelling.

The resultant dwelling would feature three bedrooms and a bathroom to the first floor and a living room, kitchen/diner and hall to the ground floor. Two parking spaces are proposed to the front of the curtilage. The existing property at No.11 would revert to a three bedroom dwelling, also with two parking spaces to the front.

Location

The application site is located to the northern edge of Alexander Close and comprises the last dwelling at the east of the cul-de-sac. The property is a two storey semi-detached property that has benefitted from a large two storey side extension

Comments from Local Residents

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

- the value of the adjoining house will be affected and have a detrimental affect upon all the other houses in the cul-de-sac.
- there is already a lack of parking and often cars are double parked outside No.11
- regard must be had as to whether the principle of converting the existing dwelling into 2 smaller dwellings would be out of character or result in an over-intensive use of the building
- if the application is proposed it would set a precedent for the conversion of other two storey side extensions within the road
- it appears the dwelling would fall below the 96 square metres internal floorspace required by the Mayor's Housing SPG
- a terrace property is out of character
- the removal of the front wall and garden is out of character
- there would be capacity for up to six off-street cars, detracting from the character of the Close.
- if 2 cars were parked as shown the front door would be obstructed
- on-street parking would be lost by the proposed crossover

The Hayes Village Association have objected on the basis of conditions attached to the original permission in 1992 and the terrace being out of character with the area. Off-street parking is also considered an issue.

Comments from Consultees

Highways have raised no objection to the proposal on the basis that two parking spaces of adequate dimensions would be provided to each dwelling (the existing and proposed).

Environmental Health Housing have commented that the front single bedroom the proposed mid-terraced dwelling (the original house) is of an insufficient size and could not be used as such.

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
- H1 Housing Supply
- H7 Housing Density and Design
- H11 Residential Conversions
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance 1 and 2

London Plan Policy 3.4 Optimising Housing Potential
 London Plan Policy 3.5 Quality and Design of Housing Developments
 The Mayor's Supplementary Planning Guidance: Housing

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

Planning History

The two storey side extension that is the proposed additional dwelling was permitted under application ref. 92/01449 and featured two garages at ground floor level. Conditions were attached that precluded the conversion of the garages under permitted development and in particular condition 2, which states:

"The additional accommodation shall be used only by members of the household occupying the dwelling 11 Alexander Close Hayes and shall not be severed to form a separate self-contained unit.

Reason: To ensure that this unit is not used separately and unassociated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings."

Conclusions

The main consideration falls to be the provision of an additional dwelling in this location and the impact of an end-of-terraced dwelling to Alexander Close, the impact upon parking provision and the character of the area.

The built form of the proposed dwelling is already in place and has been considered acceptable in terms of its visual impact, its design and the impact upon the character of the area. The principle consideration is therefore the use of this development as a separate dwellinghouse. The 1992 permission contained two relevant conditions regarding non-severance and non-conversion of the permitted garages and Members should be aware that such conditions do not in themselves preclude the restricted development, but require planning permission for them. Although works have been undertaken, the current proposal is effectively seeking permission for that restricted development.

The main condition, namely that relating to non-severance, gives as its reason the prevention of the creation of an "unsatisfactory sub-division into two dwellings". The development this condition was attached to featured a ground floor that was predominantly given over to garage parking and any sub-division would therefore have resulted in a mainly first floor level of accommodation that would have been unacceptable. However, the current proposal converts the whole of the ground floor to living accommodation and the overall floor area and room sizes are considered acceptable and commensurate to that of the original dwelling at No.11. The resultant accommodation at No.11 would be that same as that of the original dwelling.

Whilst the cul-de-sac does not feature terraced dwellings, the proposed dwelling occupies a large two storey extension that is already present and is already in residential use. The size of the proposed dwelling would be of a similar scale to other dwelling, in particular No.11 and as such is not considered to result in a house that would be disproportionate to others nearby. In terms of visual impact it

is therefore not considered that there would be any readily apparent impact to the character of the area given the existing of the built form and the nature of the existing use.

Objections have been raised regarding the impact upon house prices from the introduction of a terraced property. However, the impact of development upon property values is not a material planning consideration. Further, any future application for the conversion of other side extensions within Alexander Close would need to be assessed upon their own merits and the current proposal would not in itself set a precedent for permission to be granted.

The proposed dwelling would occupy the previously permitted 1992 two storey side extension to No.11 with two parking spaces to the front of the curtilage, which would be as the existing arrangement for the dwelling in its present form. Two additional parking spaces would be created to the front of No.11 to result in two spaces per dwelling. The parking provision is considered acceptable in terms of quantity and design and no highways objections are raised.

Comments have been made that the loss of the lawned garden to the front of No.11 and its replacement with hardstanding would be harmful to the character of the area. However, consideration must be given to the possibility of this lawn being replaced by hardstanding without the need for planning permission, in addition to the level of hardstanding provided to neighbouring properties; for example it is noted that both Nos.10 and 12 (opposite) have fully paved frontages with no lawn present. As such it is not considered that the provision of additional parking and hardstanding would be out of character with the area.

Background papers referred to during production of this report comprise all correspondence on the file ref. 13/04292, set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |
| 3 | ACA07
ACA07R | Boundary enclosure - no detail submitted
Reason A07 |
| 4 | ACC04
ACC04R | Matching materials
Reason C04 |
| 5 | ACH03
ACH03R | Satisfactory parking - full application
Reason H03 |
| 6 | ACH18
ACH18R | Refuse storage - no details submitted
Reason H18 |
| 7 | ACH32
ADH32R | Highway Drainage
Reason H32 |
| 8 | ACK01 | Compliance with submitted plan |

INFORMATIVE(S)

- 1 RDI25 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 2 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 3 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 4 You are advised that it is an offence under Section 137 of the Highways Act 1980 to obstruct "the free passage along the highway" (which includes the footway i.e. the pavement). This means that vehicles parked on the forecourt should not overhang the footway and therefore you should ensure that any vehicle is parked wholly within the site.
- 5 You should seek the advice of the Building Control Section at the Civic Centre regarding the need for Building Regulations approval for the works on 020 8313 4313, or e-mail: buildingcontrol@bromley.gov.uk

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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