

SECTION '2' – Applications meriting special consideration

Application No : 14/00523/FULL1

Ward:
Hayes And Coney Hall

Address : 48 Cameron Road Bromley BR2 9BQ

OS Grid Ref: E: 540155 N: 167610

Applicant : London Housing Trust

Objections : YES

Description of Development:

Erection of one 2 bedroom three storey terraced dwelling adjoining 48 Cameron Road

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding

Proposal

Permission is sought for the erection of a two bedroom three storey terraced dwelling adjoining 48 Cameron Road.

The enlarged part that is to serve as a new dwelling replaces an existing two storey side extension and has a width of 4m, a length of 11.9m at ground floor level (10.1m at upper floor level) with a 2m deep rear element beyond the rear wall of the existing property. A side space of 1.5m is allowed for.

Location

The application site is located to the western edge of Cameron Road just south of the junction with Cheriton Avenue. The site features a three storey end-of-terrace dwelling with a two storey side extension to the northern flank elevation and is of the same design and style as the terrace to the south to Barnhill Avenue.

The northern boundary adjoins the rear of 1, 3 and 5 Cheriton Avenue. To the rear boundary the site is served by a footpath from Barnhill Avenue which serves the rear of the terrace and Nos. 14-25 (inc) Matfield Close to the west.

Comments from Local Residents

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

- there is only one Conifer to Cheriton Avenue
- the windows to the flank elevation will be visible to 1 Cheriton Avenue and will be visible if obscurely glazed or result in overlooking if openable
- all flank windows should be obscurely glazed or none at all
- it is highly likely that the ground floor 'home office' will be used as either a bedroom or living room and so should be considered as a three bedroom dwelling
- it is highly likely that the property will be used as a House in Multiple Occupation and would be unacceptable
- since the applicant bought the house it is the house that never sleeps and lights are on all night with rubbish in the front
- the existing garage has been converted to a bedroom with a false door
- there would be an increase in overlooking to the rear and 14 Matfield Close
- trees have been removed that have increased the overlooking to Matfield Close
- the existing boundary fence between the site and 14 Matfield Close is in a state of disrepair and a replacement should be provided
- there is no clarification as to the legal responsibilities of the enlarged access path

Comments from Consultees

Highways have commented that the two spaces for the existing property and one for the proposed dwelling are acceptable subject to conditions.

Street Services have commented that a bus refuge and utility cabinet exist already at the above location and new vehicular crossover application would require removal and relocation of both. It is considered that such a crossover would be likely to be refused.

Environmental Health have not objected.

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
- H9 Side Space
- 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

Application ref. 72/00325 permitted the existing two storey side extension with a garage to the ground floor.

A single storey rear extension is present to the property and this would appear to be that permitted under ref. 79/00402

Conclusions

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

The proposal seeks to replace the existing two storey side extension with a three storey end-of-terrace dwelling that would be 0.5m greater in width and feature a two storey rear projection with a depth of 2m. the internal layout would see a habitable room off the front entrance and a ground floor toilet, a first floor living room and kitchen to the rear and two bedrooms and a bathroom to the second floor. Due to the change in ground levels the property presents three storeys to the front and two to the rear, in common with others in this terrace.

The property would have a side space of 1.5m which exceeds the requirements of Policy H9 and would be 0.5m closer to the boundary than the existing two storey element. The level of side space is considered acceptable and would not result in a cramped form of development, with particular regard being to the second storey being a continuation of the terrace to the northern boundary.

Whilst the flank wall of the property would be closer and higher, the overall impacts upon the amenities of the residents to the northern boundary are considered to be acceptable and would not be so detrimental as to warrant refusal. Flank windows are proposed which all serve the stairwell and the ground floor and second floor bathrooms, however any impacts upon privacy resulting from overlooking can be adequately mitigated by way of condition.

The two storey rear element is considered to be acceptable at 2m in depth and would not harm the character of the terrace in this location or result in a harmful impact upon the amenities or prospect of the residents at No.48. concerns have been raised regarding the impact upon the privacy of the residents at 14 Matfield Close to the west, however on planning grounds this is not considered justified.

The rear of the proposed property would be some 36m from the rear of this property which is considered more than sufficient to limit any overlooking and any impacts would not be substantially different than at present; for instance 56 Cameron Road is set back over 3m from the rear building line of Nos. 48-54 and

10 The dwelling hereby permitted shall not at any time be sub-divided to form separate self-contained units and shall only be used as a single dwellinghouse by members of the household occupying the dwelling.

Reason: In order to comply with Policies BE1, H7 and T18 of the Unitary Development Plan, Policy 3.5 of the London Plan and the National Planning Policy Framework, to ensure that the accommodation is not used separately as unsatisfactory sub-standard accommodation and to prevent an unacceptable intensification of the use and an associated increase in vehicular movements that would be detrimental to highway safety.

INFORMATIVE(S)

1 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 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

3 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.

4 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.

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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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