

SECTION '2' – Applications meriting special consideration

Application No : 11/03534/FULL1

Ward:
Crystal Palace

Address : 175 Anerley Road Penge London SE20
8EF

OS Grid Ref: E: 534732 N: 169710

Applicant : Mr Mark Smith

Objections : YES

Description of Development:

Demolition of existing garages and erection of part one/two storey building comprising 2 two bedroom houses with 2 car parking spaces, cycle parking, refuse stores and associated landscaping

Key designations:

London Distributor Roads

Proposal

Planning permission is sought to demolish the existing garages on the site and replace with 2 dwellings:

- part one/ two storey building with flat roof
- 2 bedroom houses, one set out over two storeys whilst the other is only at ground floor level
- maximum height of 5.5m
- timber-clad building
- access to the site remains via Anerley Road
- 1 car parking space per house
- garden spaces to the rear

The application is accompanied with a Design and Access Statement, Arboricultural report, Energy Report, Transport Statement, Code for Sustainable Homes Pre-Assessment and Statement of Community Involvement.

Location

The site is located to the rear of No.175 Anerley Road and at present comprises 11 disused garages. The site is accessed along a shared pedestrian and vehicular road via Anerley Road. The local area is characterised mainly by residential developments with mainly flatted development and large detached Victorian

properties (mainly now converted into flats) facing Anerley Road and newer flatted developments to the rear of the site in Ashurst Close.

There does not appear to be any constraints highlighted in the UDP proposals map which affect the site. It is noted that there are a number of large trees surrounding the site.

Comments from Local Residents

Nearby neighbours were notified of the proposal and representations received can be summarised as follows:

- concerns about noise level during and after build
- objector works night shifts and sleeps during daytime hours
- bought property 12 years ago garages not in constant use, noise not been an issue before
- overlooking

Any further comments will be reported verbally at the meeting.

Comments from Consultees

- Highways – no objections raised in principle to the application
- Thames Water – standard informatives recommended
- Waste – no turning area for waste vehicles, refuse and recycling must be placed at junction with Anerley Road on day of collection
- Metropolitan Police – no objection subject to ‘Secure by Design’ condition being attached
- Policy- London Plan policies requirements not applicable due to size of scheme
- Environmental Health (Pollution) – no objections raised in principle subject to conditions and informatives
- Drainage – the route proposed for connection to public sewer is questionable due to levels. Conditions suggested

Planning Considerations

In considering the application the main policies are H1, H7, H9, BE1, T3 and T18 of the Unitary Development Plan. These concern the housing supply and design of new housing/new development, the provision of adequate car parking and new accesses and road safety.

Policy H1 (v) seeks to make most effective use of land. Policy H7 aims to ensure that new residential development respects the existing built and natural environment, is of appropriate density and respects the spatial standards of the area as well as amenities adjacent occupiers, and allows adequate light penetration into and between buildings.

Policy BE1 requires a high standard of design in new development generally, and seeks to protect the amenities of the occupants of neighbouring properties.

Policy T3 seeks to ensure that off street parking provisions for new development are to approved standards. Policy T18 requires that issues of road safety are considered in determining planning applications.

Government guidance in the form of PPS3 "Housing", while emphasises the role of good design and layout to achieve the objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas, but without compromising the quality of the environment.

There are also a number of trees surrounding the site that will need to be taken into account whilst assessing the application.

Planning History

There is no planning history at the site.

Conclusions

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area, and on the amenities of neighbouring residential properties, having particular regard to the density, layout and design of the proposed scheme.

It is not considered that the redevelopment of the disused garages would be unacceptable in principle. In terms of form and scale, the proposed development would be substantially lower than the flatted developments surrounding and the proposed building is of a smaller scale than the adjoining buildings. Due to the siting of the building to the rear of No.175, the proposed dwellings would not appear prominent in relation to the streetscene or adjoining properties. The design is contemporary with the use of wood as a design feature due to the nature of the site. Members may agree that the proposal is of high quality design and given the mixture of types of properties surrounding the site this is considered acceptable.

The proposed two storey element maintains the minimum 1m separation to the western boundary. Although the building would be built up to the access road, the resultant development will extend up to the boundary adjoining an area of open land, and it may be considered that an exception to side space policy H9 can be made as no terracing effect would occur.

While it is recognised that the development would result in large site coverage, regard should be given to the existing site conditions which comprise total site coverage with buildings and hard surfaces, and the proposed provision of soft landscaping and amenity space. Accordingly, Members may concur that the development would provide a satisfactory environment for future occupiers.

With regard to the impact of the proposed building on the residential amenity of the neighbouring properties, the development is set at reasonable distances away from adjoining properties. The two storey element serves a bedroom on the first floor but are unlikely to result in undue overlooking given their positioning. The other windows are all set a ground floor level, and subject to adequate boundary enclosures it is not considered that there will be a detrimental impact on privacy of neighbours.

A total of 2 car parking spaces are proposed which appears to accord with the Council's standards. It is recognised that the proposal would result in a possible loss of parking spaces on the site as a result of the demolition of the existing garages, it is noted that they are currently not used. Members may wish to note that no objections have been raised from the Highways perspective with regard to the number of spaces proposed on the basis of the Transport Survey submitted with the application. In terms of access onto the site this is also considered acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03534, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
ACA04R Reason A04
- 3 ACA07 Boundary enclosure - no detail submitted
ACA07R Reason A07
- 4 ACB18 Trees-Arbicultural Method Statement
ACB18R Reason B18
- 5 ACC01 Satisfactory materials (ext'n'l surfaces)
ACC01R Reason C01
- 6 ACD02 Surface water drainage - no det. submitt
ADD02R Reason D02
- 7 ACD04 Foul water drainage - no details submitt
ADD04R Reason D04
- 8 ACH02 Satisfactory parking - no details submit
ACH02R Reason H02
- 9 ACH18 Refuse storage - no details submitted
ACH18R Reason H18
- 10 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 11 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Reason: In the interest of highway and pedestrian safety.

- 12 ACI02 Rest of "pd" Rights - Class A, B,C and E

Reason: In the interest of the visual amenities of the area and the residential amenities of nearby residents.

13	ACI09 ACI09R	Side space (1 metre) (1 insert) Reason I09	western
14	ACI21 ACI21R	Secured By Design I21 reason	
15	ACK09 ACK09R	Soil survey - contaminated land K09 reason	

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- BE1 Design of New Development
- T3 Parking
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to the adjacent properties
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) the safety and security of building and the spaces around them
- (i) accessibility to the building
- (j) the housing policies of the development plan
- (k) the urban design policies of the development plan
- (l) the transport policies of the development plan
- (m) the neighbour concerns raised during the consultation process

INFORMATIVE(S)

- 1 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that

- the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 2 Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk
 - 3 Asbestos cement and other asbestos materials were commonly used in garages constructed prior to 1999. Should the garages contain asbestos materials, before works begin the applicant is advised to contact the Pollution Team of Environmental Health and Trading Standards regarding the safe demolition of the existing buildings and disposal of the asbestos.
 - 4 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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