

SECTION '3' – Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 10/01253/FULL1

**Ward:
Penge And Cator**

Address : 46 Green Lane Penge London SE20 7JX

OS Grid Ref: E: 535626 N: 170124

Applicant : Mr Edginton

Objections : NO

Description of Development:

Change of use of second floor into 3 two bedroom flats and 1 one bedroom flat, elevational alterations and 3 car parking spaces at the rear.

Key designations:

London Distributor Roads
Secondary Shopping Frontage

Proposal

Members will recall that this application was considered on the 15th July 2010 for 4 flats. It was deferred in order to obtain a reduction in the number of residential units. Revised plans have been received that indicate the following:

- conversion of the second floor of a commercial building into 3 two bedroom flats.
- alterations to front elevation to provide an entrance to the proposed flats and new windows in the flank elevation
- provision of 3 car parking spaces at rear

Location

The application site is situated northern side of Green Lane at the junction with High Street Penge, the property comprises of a three storey commercial building previously used as retail premises and has access at the rear from Cottingham Road.

Comments from Local Residents

No representations were received from nearby owners/occupiers regarding this application.

Comments from Consultees

From a Planning Highways perspective, the site is located in an area with high PTAL rate of 5 (on a scale of 1 - 6, where 6 is the most accessible).

Three car parking is offered for the development, accessed from Cottingham Road via an existing access arrangement. As the transport accessibility is good a reduction in the parking requirement may be justified as the site is considered accessible to public transport links, being within walking distance of bus routes and a Rail Station. Therefore on balance I raise no objection to the proposal.

Planning Considerations

When considering the application the main policies are BE1 Design of new development, H7 Housing Density and Design, of the Unitary Development Plan and should be given due consideration. These policies seek to ensure a satisfactory standard of design which complements the qualities of the surrounding area; to safeguard the amenities of neighbouring properties; Policies T3 and T18 deal with parking provision and road safety.

Policy H12 Conversion of non-residential buildings to residential use Para 4.56 states: Where such a conversion is proposed the applicant must be able to demonstrate that the premises are genuinely redundant. Conversions are not likely to be acceptable where there continues to be a viable commercial use or demand for such uses.

Policy S11 concerns the provision of residential accommodation within shopping areas and includes a number of provisions, amongst them that the proposal would result in accommodation suitable for residential use and that there has been a long term vacancy and no demand for a commercial or a community use.

Changes of use of upper floors to residential will be welcomed as it can contribute to the stock of affordable accommodation and the presence of residents can help as a deterrent to crime.

Government guidance in the form of PPS3 "Housing" generally encourages higher density developments in appropriate locations, while emphasising 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.

Planning History

Planning permission was granted for a shopfront under ref. 88/03094.

Application for the change of use of the first and second floors from retail to residential ref. 09/01696 was withdrawn by the applicant.

Application ref. 09/03091 for Change of use of first and second floors from retail into 6 two-bedroom flats and 2 studio flats, with elevational alterations and 3 car parking spaces at rear was refused on the following grounds:

The proposal constitutes an over intensive use of the property contrary to Policy BE1 of the Unitary Development Plan, resulting in an under-provision of 2-3 on-site parking spaces leading to increased demand for on-street parking in the vicinity of the application site, contrary to Policy T18 of the Unitary Development Plan. .

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 and design of the proposed scheme.

This application is for the conversion of the second floor of a previous retail unit into 3 two bedroom flats with the provision of 3 car parking spaces with access from Cottingham Road at the rear.

This application has been resubmitted to committee following deferral from 15 July to reduce the number of proposed flats from four to three. The proposal now retains the 1st floor for retail use and proposes to convert the second floor into 3 two bedroom flats. From a highways point of view there are no objections to the three car parking spaces offered for the development,

The agent has stated that “the owners of the property have been trying for three years to let the whole three floors as a retail shop. They have tried letting floor by floor or as a whole without success. As a result of this and as a compromise it was decided to convert the top floor into flats. This makes two floors for retail a better commercial proposition. This still leaves approximately 800 sq m of shop out of a total floor area of 1200sm. It is also considered that having flats above the shop helps an area to be populated especially at weekends and evenings”.

The Highways officer has no objection to the number of spaces provided for the proposed flats, the site is considered accessible to numerous public transport links. The proposal would also provide additional housing in this part of the town centre.

It could be considered that the proposed use of the 2nd floor as residential flats in this location could benefit the local community in accordance with Policy S11.

Having had regard to the above it was considered that the proposed change of use 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 shopping frontage.

Background papers referred to during production of this report comprise all correspondence on files refs. 09/01696, 09/03091 and 10/01253, excluding exempt information.

as amended by documents received on 17.06.2010 10.08.2010

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 3 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 4 | ACH18 | Refuse storage - no details submitted |
| | ACH18R | Reason H18 |
| 5 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 6 | ACH23 | Lighting scheme for access/parking |
| | ACH23R | Reason H23 |
| 7 | ACH25 | Satisfactory servicing facilities |
| | ACH25R | Reason H25 |
| 8 | AJ02B | Justification UNIQUE reason OTHER apps |

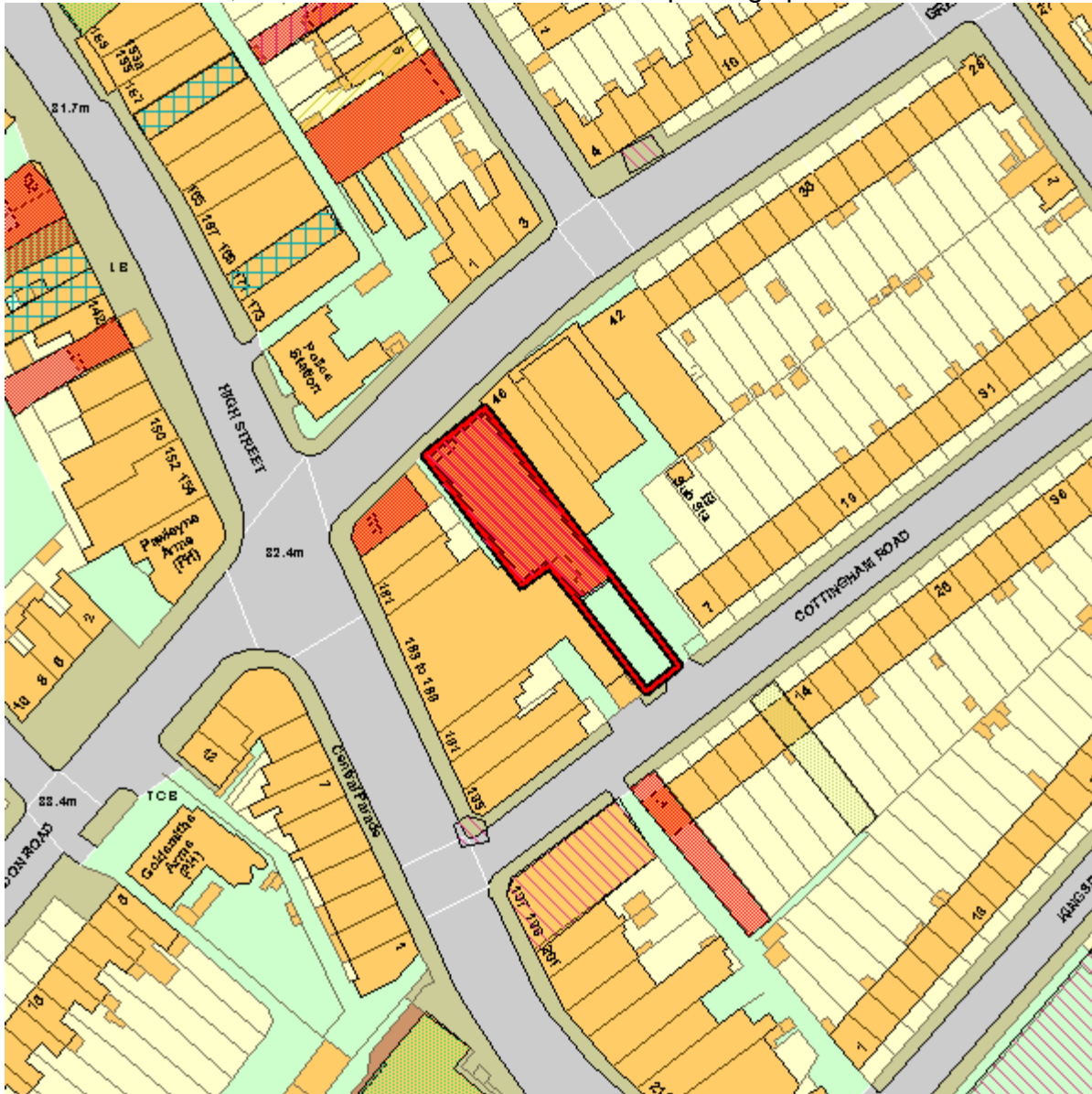
Policies (UDP)

- | | |
|-----|------------------------------------|
| BE1 | Design of New Development |
| H7 | Housing Density and Design |
| T3 | Parking |
| T18 | Road Safety |
| H12 | Conversion of Non-Residential Uses |
| S11 | Residential Accommodation |

Reference: 10/01253/FULL1

Address: Ground Floor 46 Green Lane Penge London SE20 7JX

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