

SECTION '2' – Applications meriting special consideration

Application No : 09/03152/FULL1

Ward:
Penge And Cator

Address : 6 Padua Road Penge London SE20 8HF

OS Grid Ref: E: 535212 N: 169905

Applicant : Mr David Berger

Objections : YES

Description of Development:

Roof alterations incorporating front and rear dormer extensions / three storey side/rear extension and conversion to form 1 three bedroom dwelling, 1 studio flat and 1 one bedroom and 2 two bedroom flats with 3 car parking spaces and cycle/refuse stores.

This application was originally reported to Members of the Plans Sub-Committee at the meeting held on 18th February 2010. Members deferred the application to seek a reduction in the number of units and to increase the off street parking provision from three to four spaces.

The applicant has now requested that the application be reported back to Members for further consideration. No amendments have been made to the plans although the applicant has responded to Members decision to defer the application as follows:

- the Committee had expressed a desire that there should be both another attempt to provide additional off-street parking as well as a reduction in the number of dwellings from 5 to 4, thus providing a 1:1 ratio
- with this in mind we have written to the new owner at number 56 Maple Road suggesting a purchase of a strip of land that would enable further parking bays to be achieved on-site,- alas this did not bear fruit as we have not received a reply to date
- to reiterate our understanding of the current UDP regulations whence a proposed development in an area with a PTAL rating of 6 does not require a minimum 1:1 dwelling to parking space ratio - indeed this is a suggested maximum, with a strong desire / bias (from the planning perspective) for reducing this to less than 1:1 in order to provide higher quality, eco-friendly community living wherever possible
- moreover, we believe that the studio dwelling is far less likely to generate the need for a parking bay per se, be it on-street or off-street. However, we would be ready to surrender the one-bedroom flat and replace it with

another studio option if the Committee would in turn see fit to approve our proposal

- as a further reflection, and for record purposes, we are keen to highlight the fact that we have made all the changes required of us in the (Appeal) Inspector's report following his site visit in October 2008:

(1) Reducing the "top-heavy mass" of the rear dormers.

(2) Incorporating dormers with pitched roofs to the front roofslope.

- in summary therefore we believe that, at every juncture of this submission process (now 3 years in gestation), we have been mindful and appreciative of the requirements placed upon us by Bromley Council and furthermore with the views expressed by the Inspector at appeal, and as such are confident that we have provided a strong basis for both the Planning department and Committee Members at Bromley Council to approve this proposed development

The original report is repeated below, updated as necessary.

Proposal

Planning permission is sought for the extension of the existing dwelling at No. 6 Padua Road and its conversion to form a total of 5 self-contained residential units. These works will comprise the following:

- roof alterations to existing dwelling to form gable ends, incorporating front and rear dormer extensions
- three storey side/rear extension to dwelling (approx. 8.3m in width; 9.6m in depth)
- conversion to form 1 three bedroom dwelling and 1 studio flat within existing building, and 1 one bedroom and 2 two bedroom flats within extension

Three off-street car parking spaces are proposed, together with cycle and refuse stores.

The application is accompanied by a design and access statement and a tree survey.

Location

The application site is located on the north-western side of Padua Road, Penge, and currently comprises a detached two storey dwelling with a larger than average plot, extending generously to the side. The immediate surrounding area comprises a mix of semi-detached and terraced dwellings and flats.

Comments from Local Residents

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

- concerns regarding pressure to on-street parking demand and cumulative effect of similar developments in the vicinity
- concerns over provision of adequate amenities for future occupiers and size of top floor flat in view of reduction in size of dormers
- loss of mid-sized family dwelling
- increase in density
- gross overdevelopment
- parking provision inadequate
- cannot see how development addresses previous concerns
- disruption caused during construction
- parking issue even more relevant in view of recent development at No. 32 Padua Road

Comments from Consultees

From the technical Highways perspective, no objections are raised to the proposed development, subject to the imposition of standard conditions.

Highways Drainage advise that there is no public surface water sewer in Padua Road.

The Council's Waste Advisors raise no objection to the proposal.

Thames Water was notified of the application and raised no objection with regard to waste and water infrastructure.

Environmental Health (housing) raise no objection to the proposal.

Planning Considerations

The main planning policies of relevance to this application are as follows:

- BE1 Design of New Development
- H7 Housing Density and Design
- H9 Side Space
- H11 Residential Conversions
- T18 Road Safety
- NE7 Development and Trees

The application has been called-in to Committee by a local ward Member.

Planning History

There is extensive planning history at the site. Of most recent relevance are application refs. 07/03581 and 08/00425 which sought permission for a hip to gable rear dormer roof extension, together with a three storey side/rear extension and the conversion of the extended property to form 4 and 5 flats respectively. Planning permission was refused for both schemes, and appeals against both decisions dismissed, with a joint decision being issued by the Inspectorate given the similarities between the two cases.

The reasons for refusal in both cases were as follows:

The proposed development, by reason of its design and bulk, will result in a cramped overdevelopment of the site, out of character with the surrounding development and detrimental to the appearance of the street scene generally, contrary to Policies BE1 and H7 of the Unitary Development Plan.

The proposal lacks adequate on-site car parking and access arrangements and as such would be likely to interfere with the free flow of traffic and conditions of pedestrian and vehicular road safety, contrary to Policies T3, T6 and T18 of the Unitary Development Plan.

At appeal, the Inspector found that the “top-heavy mass” of the rear dormers would result in “harm to the character and appearance of the street scene”, compounded by the “flat roofed dormers in the front elevation which would be aesthetically displeasing and at variance with the pitched roof dormers found elsewhere along the road”. With regard to parking, the Inspector found that both proposals would be likely to result in “more pressure upon available kerbside spaces in the road”, but nevertheless based on the information in from of him that neither proposal would “result in undue highway dangers nor increase parking stress in the road to an unacceptable level”.

Conclusions

The scheme currently under consideration here is very similar in principle to that dismissed at appeal under ref. 08/00425, and specifically seeks to address the concerns raised by the Inspector with regard to the bulk of the rear dormers and the appearance of the dormers to the front roofslopes. Members will note that the Inspector did not appear to raise any objections to the principle of the proposed extension and conversion of the host property, nor indeed with regard to the parking and access arrangements.

The proposal now incorporates dormers with pitched roofs to the front roofslope, which may be considered more in keeping with those that exist to other properties in the vicinity of the application site. To the rear, the rear dormers have been significantly reduced in size and bulk and would no longer appear ‘top-heavy’, with both being set away from the flank walls therefore reducing the likelihood of the dormers harming the character and appearance of the street scene. On balance, Members may find that the proposal has addressed the concerns raised by the Inspector at appeal, and that on balance permission should now be granted.

Background papers referred to during production of this report comprise all correspondence on files refs. 09/03152, 08/00425 and 07/03581, 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	ACC04	Matching materials
	ACC04R	Reason C04
5	ACB19	Trees - App'ment of Arboricultural Super
	ACB19R	Reason B19
6	ACH03	Satisfactory parking - full application
	ACH03R	Reason H03
7	ACH22	Bicycle Parking
	ACH22R	Reason H22
8	ACH19	Refuse storage - implementation
	ACH19R	Reason H19

Reasons for granting permission:

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

- BE1 Design of New Development
- H7 Housing Density and Design
- H9 Side Space
- H11 Residential Conversions
- T18 Road Safety
- NE7 Development and Trees

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

- (a) the density of the proposed development and the provision of additional housing on a previously developed site
- (b) the relationship of the development to 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 high quality design and layout of the proposed development
- (f) the proposed parking provision and the impact to conditions of road safety
- (g) the impact of the proposed development to trees within the site
- (h) the reduction in the size and bulk of the rear dormers proposed together with the introduction of pitched roofs to the front dormers in addressing the concerns raised previously at appeal
- (i) the housing policies of the Unitary Development Plan
- (j) the transport policies of the Unitary Development Plan
- (k) the conservation policies of the Unitary Development Plan

and having regard to all other matters raised.

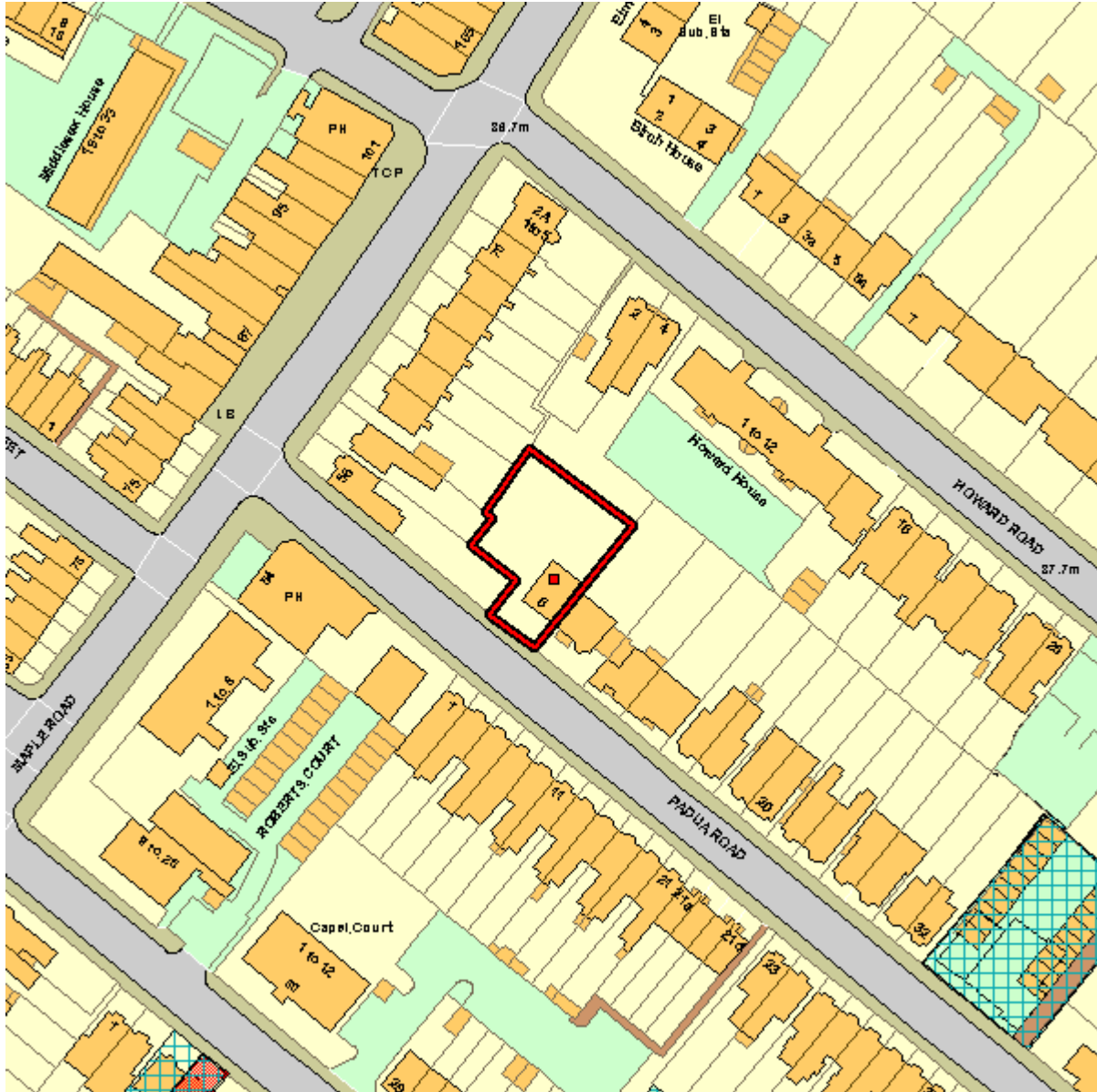
INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 RDI16 Contact Highways – re. crossover
- 3 You should seek engineering advice from the Environmental Services Department at the Civic Centre with regards to the reinstatement of any damage to the highway. Please contact Street Services on 020 8313 4924.
- 4 You are advised that there is no surface water sewer in Padua Road. Thames Water should be contacted to determine how the drainage should be dealt with.
- 5 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.

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