

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 12/00940/FULL1

Ward:
Crystal Palace

Address : 117 Anerley Road Penge London SE20
8AJ

OS Grid Ref: E: 534509 N: 169938

Applicant : Mr And Mrs V Patel

Objections : NO

Description of Development:

Second/third floor extension with roof alterations to provide 3 two bedroom flats and additional bedroom to existing second floor flat. Conversion of first and second floor office to provide 1 two bedroom flat and 2 studio flats. Change of use of rear part of lower ground floor from storage to office (Class B1). Associated car parking, cycle parking and bin store at rear.

Proposal

Planning permission is sought for a second/third floor extension to the existing building, together with alterations to the existing roof, to provide 3 two bedroom flats and an additional bedroom to the existing second floor flat. The existing offices on part of the first and second floors would be converted to provide 1 two bedroom flat and 2 studio flats. At lower ground floor level, the rear part of the existing storage areas (linked to the ground floor retail units) and a small section of the ground floor would be converted to form an office (Class B1).

Following the development, the upper floors of the building would comprise a total of 8 flats (including 2 existing flats). The residential density of the resultant development would be around 100 units/ha.

To the rear of the building at lower ground floor level, 2 car parking spaces would be provided, along with cycle parking and bin storage.

The application is accompanied by a Planning, Design and Access Statement. Additional information was submitted in response to the Highways comments, dated 2nd May 2012.

Location

The application site is located on the north-eastern side of Anerley Road, and comprises a 2/3 storey mixed use building with a hot food takeaway and stationery shop at ground floor level, and offices and residential accommodation on the upper

floors. The site is close to local transport links and has a Public Transport Accessibility Level (PTAL) rating of 5 (on a scale of 1-6 where 6 is the highest).

The immediate surrounding area is predominantly urban in character, with medium to high density residential and mixed use development in the vicinity.

Comments from Local Residents

Nearby owners/occupiers were notified of the application, and at the time of writing the report no representations had been received.

Comments from Consultees

The Council's in-house drainage advisor made no comment on the application.

Highways considered that the parking provision is inadequate for the number of residential units to be provided, and would result in an increase in demand for on-street parking in the area which could give rise to illegal or unsuitable parking. It was suggested that the applicant be encouraged to provide more parking off-street or reduce the number of units.

In response to the additional information submitted 2nd May, Highways advised that the parking survey referred to is not appropriate in this instance, and continued to raise concerns in relation to the likely increase in pressure to on-street parking and a subsequent increase in unsafe manoeuvres through drivers trying to locate spaces in the vicinity of the site.

Environmental Health (housing) commented that partitions and doors should be half-hour fire resisting, bathrooms should be provided with adequate means of mechanical ventilation, and that the living room to flat 1 is accessed via the kitchen/dining area which is an unacceptable layout with regard to fire safety.

With regard to refuse storage and collection, it is advised that the storage area is too small and too far from the road. Refuse would need to be brought to the junction with Anerley Road on the day of collection.

Planning Considerations

The application falls to be determined in accordance with the following policies:

Unitary Development Plan

- BE1 Design of New Development
- H7 Housing Design and Density
- H9 Side Space
- H12 Conversion of Non-residential Buildings to Residential Use
- T3 Parking
- T7 Cyclists
- T18 Road Safety
- EMP3 Office Development

The London Plan

3.5 Quality and Density of Housing Developments

3.8 Housing Choice

Also of relevance is the National Planning Policy Framework (NPPF).

Planning History

Under ref. 11/03218, planning permission was granted for second/third floor rear extension and roof alterations to include rear dormer extensions and conversion into three 2 bedroom units and one studio flat with associated car parking, bicycle parking and bin store.

Also of relevance in relation to the adjacent site at No. 119 Anerley Road, is the approval under ref. 10/00365/EXTEND for extension to time limit for implementing permission ref. 05/01715 granted for 3 two storey terraced houses with integral garages and 5 car parking spaces to the rear of 119 and 119A Anerley Road with new vehicular access from Ridsdale Road.

Conclusions

The main issues for consideration in this case will be the impact of the proposal on the character and appearance of the area, the amenities of neighbouring residential properties, and the quality of the residential accommodation proposed. In addition, the suitability of the proposed office accommodation, the impact of the proposal on conditions of highway safety (with particular regard to parking provision), and the proposed arrangements for the storage and collection of refuse will warrant consideration.

The proposed extensions are very similar to those previously permitted under ref. 11/03218, and again would appear to accord with adjacent development and may be considered acceptable on balance. Accordingly it is not considered that the development would result in an unacceptable impact on the amenities of neighbouring properties. The proposal will result in a higher density of residential development than the previous scheme, with a total of 8 units within the upper floors (compared to the 6 resulting from the previous scheme). However as the residential units would appear to be of satisfactory quality, and in view of the number of residential units contained within adjacent buildings (including 11 flats at No. 119) it is not considered that the proposal would result in an over-intensive use of the building, nor an overdevelopment since the building will be no larger than proposed under the previously approved scheme. Whilst Environmental Health (housing) raised concerns regarding the layout of flat 1 from a fire safety point of view, this is an existing flat and these concerns would be subject to control under the Building Regulations.

With regard to the proposed conversion of the first and second floor offices, the proposal would involve re-provision within the rear part of the lower-ground floor of the building and a small part of the ground floor. Whilst there would be a reduction in office floorspace as a result (176m² existing; 108m² proposed), the proposed

office would be more accessible than the existing offices being provided with a dedicated access at the rear of the building, and would comprise a large single space which would provide more flexible accommodation than the existing multi-room and split level arrangement. Accordingly, this element of the proposal may be considered acceptable on balance.

Regarding parking provision and the impact of the development to conditions of road safety, it should be noted that Highways have expressed concerns and suggested that more off-street parking be provided or the number of dwellings reduced. However, there would be insufficient space to provide additional off-street parking within the site, and with regard to the number of dwellings, 2 more are proposed over the previously approved proposal, to which no highways concerns were raised. In this case, it is not considered that the additional parking demand created by these 2 additional dwellings would be so significant to warrant the refusal of planning permission on highway safety grounds, particularly given the high PTAL rating of the site.

With regard to refuse storage and collection arrangements, the technical concerns raised are noted. In view of the existing permission on the site, it is considered that a suitable storage area could be provided on the site, and it is suggested that the precise details of this are secured through an appropriately worded condition.

Having regard to the above, Members may agree that the development is acceptable on balance and should be granted planning permission.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/00940, 11/03218 and 10/00365, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials
 ACC04R Reason C04
- 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 ACH32 Highway Drainage
 ADH32R Reason H32
- 7 ACK01 Compliance with submitted plan

Reason: In order to protect the visual and residential amenities of the neighbouring properties and to comply with Policies BE1 and H7 of the Unitary Development Plan.

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies:

Unitary Development Plan

BE1 Design of New Development
H7 Housing Design and Density
H9 Side Space
H12 Conversion of Non-residential Buildings to Residential Use
T3 Parking
T7 Cyclists
T18 Road Safety
EMP3 Office Development

The London Plan

3.5 Quality and Density of Housing Developments
3.8 Housing Choice

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

- (a) the character of the development in the surrounding area
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties
- (c) the safety and security of buildings and the spaces around them
- (d) the provision of satisfactory residential accommodation for future occupiers

- (e) the housing policies of the Unitary Development Plan
- (f) the transport policies of the Unitary Development Plan
- (g) the design and 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 You are advised that this application is considered to 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)). The Levy will appear as a Land Charge on the relevant land with immediate effect.

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