

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

**Application No :** 13/00291/FULL1

**Ward:**  
**Crystal Palace**

**Address :** 72 Maberley Road Anerley London SE19  
2JD

**OS Grid Ref:** E: 534139 N: 170223

**Applicant :** Acqua Plus Developments

**Objections :** YES

**Description of Development:**

Conversion of roofspace into 1 one bedroom flat plus roof extensions incorporating rear dormer window and rooflights

Key designations:

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

**Proposal**

Planning permission is sought for the conversion of roof space into 1 two bed flat plus roof extensions incorporating rear dormer window and roof lights.

**Location**

The application site is located on the eastern edge of Maberley Road and comprises a two storey semi-detached dwelling, currently laid out as two flats. The rear of the site is heavily screened, behind which is the railway line.

The surrounding locality on Maberley Road is residential in nature.

**Comments from Local Residents**

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

- there is no party wall agreement in place, despite building works taking place.
- disturbance by building work.
- parking is being blocked by delivery vans.

## **Comments from Consultees**

Comments from Waste state that refuse and recycling should be left on the edge of curb as existing.

There are no technical Highway objections.

## **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

BE1 Design of New Development  
H7 Housing Density and Design  
H8 Residential Extensions  
H9 Side Space  
T3 Parking

London Plan 2011

London Plan – Housing Supplementary Planning Guidance 2012-11-30

National Planning Policy Framework – 2012

## **Planning History**

10/00759/OUT – Demolition of no's 70 and 72 and erection of five storey block comprising 3 one bedroom and 15 two bedroom flats with car and bicycle parking at lower ground level and refuse/ recycling enclosure at front – withdrawn

11/00220/OUT – Demolition of Nos. 70 and 72 and erection of five storey block comprising 2 one bedroom and 15 two bedroom flats with 17 car parking spaces and bicycle parking at lower ground level and refuse/ recycling storage within the building at front – refused

12/03256/FULL1 - Conversion of roof space into 1 two bed flat plus roof extensions incorporating rear dormer window and roof lights – refused.

## **Conclusions**

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

It is proposed to convert and extend the roof space to create a one bedroom dwelling.

This application is a resubmission following the refusal of ref. 12/03256, which sought permission for a 2 bedroom flat and was refused for the following reason:

The proposed flat, by reason of its location within the restricted roof space of the building, lit by roof lights would result in an unacceptable level of accommodation and outlook which is contrary to Policies BE1, H7 and H11 of the Unitary Development Plan.

The applicant has made the following changes:

- Revised internal layout
- Reduction in accommodation to 1 bedroom.

Conversions of single residential units into 2 or more self contained units must accord with Policy H11, which states that:

- (i) The amenities of occupiers of neighbouring dwellings will not be harmed by loss of privacy, daylight or sunlight or by noise and disturbance;
- (ii) The resulting accommodation will provide a satisfactory living environment for the intended occupiers;
- (iii) On street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions nor affect the character or appearance of the area and;
- (iv) The proposal will not lead to the shortage of medium or small size family dwellings in the area.

The dwelling would have an internal floor area of 57 square metres for a 1 bed 2 person dwelling, which would accord with the Housing SPF for the London Plan (November 2012), which states that 1 bed, 2 person dwellings should have a minimum GIA of 50m<sup>2</sup>.

The dwelling would continue to be located wholly within the roof space and set within the eaves. However, the reduction in accommodation (loss of a bedroom) and reconfiguration of internal layout now means that the living areas are now set within the proposed dormer window (rather entirely under the eaves) and lit by conventional windows, rather than solely by roof lights. As such the revised layout is considered to be practical and would reasonably address the reason for refusal.

The dormer extension to the rear would not be visible from the highway and is set below the ridge and above the eaves as to appear as a subordinate extension to the roof. It is not considered that the dormer extension or front roof lights would be detrimental to neighbouring amenity through overlooking.

No car parking is proposed for the unit. The site has a PTAL rating of 4. Car free schemes can be acceptable where sites benefit from a high PTAL. In this instance, the applicants' have submitted a Parking Stress Survey as required from Highways. This found there to be on-street parking spaces available for additional demand during the hours of maximum residential parking demand. As such, it is considered that the proposals would not result in significant demand for parking in the area.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material

planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

Having had regard to the above it was considered that the siting, size and design of the proposed flat is now acceptable in that it would provide an acceptable level of accommodation for future occupants.

## **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 | ACK01  | Compliance with submitted plan           |
|   | ACC01R | Reason C01                               |
| 4 | ACH22  | Bicycle Parking                          |
|   | ACH22R | Reason H22                               |
| 5 | AJ02B  | Justification UNIQUE reason OTHER apps   |

Policies (UDP)

- |     |                            |
|-----|----------------------------|
| BE1 | Design of New Development  |
| H7  | Housing Density and Design |
| H8  | Residential Extensions     |
| H9  | Side Space                 |
| T3  | Parking                    |

## **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](http://www.bromley.gov.uk/CIL)

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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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