

Section '4' - Applications recommended for REFUSAL or DISAPPROVAL OF DETAILS

Application No : 13/01166/FULL1

Ward:
Penge And Cator

Address : 11 Provincial Terrace Green Lane Penge
London SE20 7JQ

OS Grid Ref: E: 535774 N: 170281

Applicant : Akers Developments Ltd

Objections : YES

Description of Development:

Demolition of two storey side extension and creation of access road; erection of pair of two storey semi-detached two bedroom houses with associated parking and residential curtilage

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads
Open Space Deficiency

Proposal

It is proposed to demolish an existing two storey side extension and create an access to land at the rear. Two residential dwellings will be created to the rear of the site that will be two storey semi-detached dwellings provided with two car parking spaces for both the properties.

Location

The application site lies on the northern side of Provincial Terrace and encompasses a two storey end of terrace property. The surrounding area is mainly residential with some commercial uses near by. The site does not fall within the boundaries of any designated conservation area.

Comments from Consultees

Nearby owners/occupiers were notified of the application and 10 representations were received including a petition containing 26 signatures. The comments received raised the following issues:

- setting a precedent of building in back gardens
- overlooking and loss of light
- security risks by creating vehicular access
- road having a blind spot
- loss of a family home
- loss of green space
- noise from construction and activity from new dwellings
- issues with the plans and elevations
- cutting down of trees

Comments from Consultees

Cleansing - No comments received.

Highways - The development is located to the north of Green Lane. Green Lane (A213) is a London Distributor Road. The site is located in an area with medium PTAL rate of 4 (on a scale of 1 - 6, where 6 is the most accessible).

The site is accessed via a new access road approximately 3.0m wide leading to two car parking spaces. The access road would require a new crossover from Green Lane. The applicant should be aware that there is a telephone pole and a tree which may require relocation. The cost of the works would be funded by the applicant.

Furthermore the developer is required to explain how the refuse vehicles would service the site. Two car parking would be provided which is satisfactory. Also 1 cycle space should be provided.

Conditions are suggested if planning permission is granted.

Planning Considerations

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

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

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework (NPPF) which is a key consideration in the determination of this application.

London Plan Policies:

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential

Policy 3.5 Quality and Design of Housing Developments
Policy 5.3 Sustainable Design and Construction
Policy 5.13 Sustainable Drainage
Policy 7.3 Designing out Crime
Policy 7.4 Local Character

The Councils SPG guidance is also a consideration:

Supplementary Planning Guidance No.1 - General Design Principles
Supplementary Planning Guidance No.2 - Residential Design Guidance

Planning History

No relevant planning history.

Conclusions

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

The submitted drawings show that a pair of two bedroomed semi-detached dwellings is proposed, and there will be only a small separation between the proposed properties and the boundaries. A majority of the building has at least a 1 metre separation; however the south west corner of the western property has a separation of only 0.9 of a metre, which is not compliant with policy (H9) of the UDP. This conflict with adopted side space policy (H9) is considered to result in an erosion of the spatial standards. Whilst it is noted that the surrounding street is characterised in part by terraced properties, this should not necessarily dictate the form of future development, and the provision of dwellings on this limited area is considered to be detrimental to this part of the area.

Overall the proposed dwellings appear poorly related to adjoining development, cramped and overdeveloped. The land is restricted overall and the provision of amenity space around the property is limited. The insertion of these dwellings in this back land area would also result in a loss of openness and amenity to neighbouring occupants, particularly in view of the scale and height of development adjacent to private gardens.

Having had regard to the above it is considered that the new dwelling as proposed would result in a cramped form of development, harmful to the area and local amenity and contrary to Policies BE1, H7 and H9 of the adopted UDP.

RECOMMENDATION: PERMISSION BE REFUSED

- 1 The proposed constitutes a cramped form of backland development out of character and poorly related to adjoining property and thereby contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.
- 2 The proposed development, in view of its scale, height and siting would be harmful to the amenities of adjoining occupants by reason of visual impact,

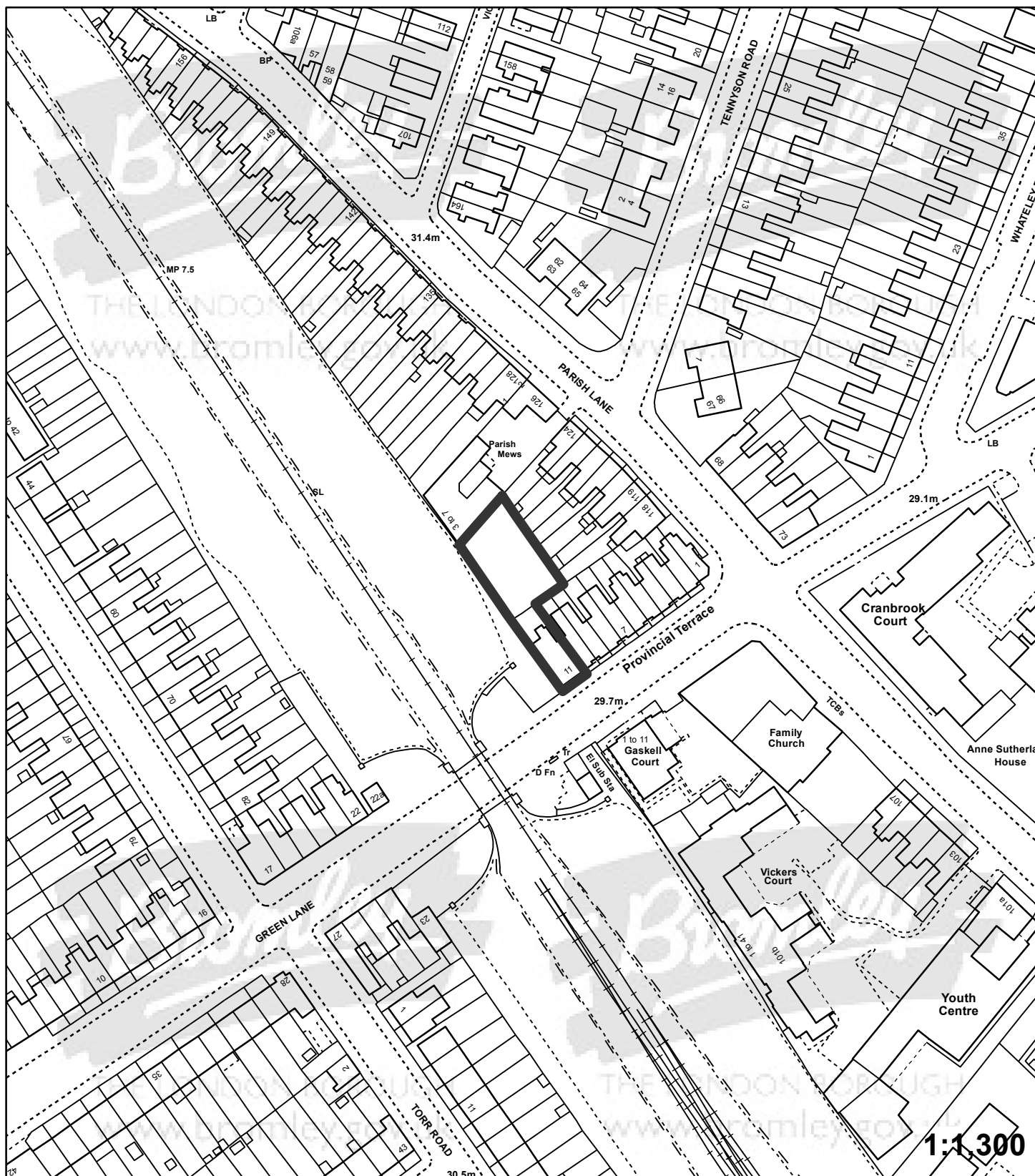
loss of prospect and light and contrary to Policies BE1 and H7 of the Unitary Development Plan.

- 3 The proposed dwellings would lack adequate amenity space for future occupants and would thereby be contrary to Policy H7 of the Unitary Development Plan.

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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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