

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

Application No : 13/01358/FULL1

Ward:
Penge And Cator

Address : 47 High Street Penge London SE20 7HW

OS Grid Ref: E: 535156 N: 170509

Applicant : Mr Jay Patel

Objections : YES

Description of Development:

Change of use from two flats to four flats and erection of part one, two and three storey rear extension

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads

Proposal

Planning permission is sought for the erection of part one, two and three storey rear extension to facilitate conversion from 2 flats to 4 flats.

Currently the property is occupied by a retail unit on the ground floor with a 3 bedroom flat on the first floor and another 3 bedroom flat over the second and third floors. The proposed scheme would see the rear of the ground floor changed to a 2 bedroom flat, with a 2 bedroom flat on both the first and second floors and a 1 bedroom flat on the third floor.

Location

The application site is a middle of terrace building located on the northern side of Penge High Street between Kingswood Road and Mosslea Road. The surrounding area is dominated by the school to the south and similar properties to the application site with commercial uses on the ground floor and residential above on the northern side on the High Street.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 1 representation was received, which can be summarised as follows:

- o proposal would add to existing parking problems; and
- o proposal would add to existing rubbish/litter problems.

Comments from Consultees

Highways: No objection.

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
H8 Residential Extensions
H11 Residential Conversions
S11 Residential Accommodation
T3 Parking
T18 Road Safety

The following Council adopted SPG guidance is also a consideration:

Supplementary Planning Guidance 1 General Design Guidance
Supplementary Planning Guidance 2 Residential Design Principles

The above policies are considered consistent with the objectives and principles of the NPPF.

Planning History

No planning history.

Conclusions

The main issues relating to the application are:

- o The principle of residential use;
- o The effect that it would have on the character of the area and the streetscene;
- o The standard of accommodation that it would provide for future occupiers;
- o The impact on the amenities of the occupants of surrounding residential properties; and
- o The impact of the proposal in terms of parking and highway safety.

PRINCIPLE OF RESIDENTIAL USE

The provision of satisfactory new residential units is encouraged. However, the proposal would involve the rear part of the ground floor retail unit being converted into a residential flat. Despite the loss of retail floorspace, sufficient retail

floorspace as well as the frontage to the High Street will remain so that the retail unit should remain viable.

Members may therefore consider that the principle of residential use is acceptable.

CHARACTER OF THE AREA AND STREETSCENE

The proposal involves extensions at the rear of the property only. In addition, the proposed extension will be within a terrace that has already been heavily altered.

Members may therefore consider that the proposal will not harm the streetscene or the character of the area.

STANDARD OF ACCOMMODATION

The proposed dwellings would aside from the ground floor flat; all meet the London Plan minimum space standards that need to be taken into account when considering applications for the creation of new residential units. Whilst the ground floor unit would be slightly undersized (by approximately 10%), it would have access to the rear outdoor amenity area and this would satisfactorily mitigate the lack of internal floorspace. Furthermore, the proposed flats, aside from the ground floor unit, will all be dual aspect.

Members may therefore consider that the proposed dwellings would provide an acceptable standard of accommodation for future occupiers.

NEIGHBOURING RESIDENTIAL AMENITY

The proposed extension would add a significant amount of bulk to the existing extensions at the rear of the property. However, given the presence of the multi-storey extension to the rear of the adjoining property to the east (#49), it is not considered that the proposal would result in an unduly harmful sense of dominance or enclosure or loss of outlook.

Given the separation distance to the adjoining property to the west (#45), it is not considered that, on balance, the proposed rear extensions would result in an unduly harmful sense of dominance or enclosure or loss of outlook.

It is also noted that recent planning permission was granted for a first floor rear extension at #51 that would result in a similar overall bulk at the upper floors as to that proposed under this application.

Furthermore, it is noted that no objections from adjoining residents have been received.

Concern has been raised regarding additional rubbish however, the proposal will result in an additional 2 flats over and above the existing 2 flats and this is not considered to warrant refusal on potential rubbish generation, which is dealt with through regular collection as is standard practice.

Members may therefore, on balance, consider that the proposed rear extensions would be acceptable with regard to neighbouring residential amenity.

PARKING AND HIGHWAY SAFETY

Whilst the objection on parking grounds is noted, subsequent to initial concerns, the applicant provided a parking stress survey indicating that there are on-street parking spaces available for additional demand during the hours of maximum residential parking demand. Council's Highway Officer was satisfied with the parking survey and also noted that the area has a moderate PTAL rate.

Members may therefore consider that the proposed dwellings would be acceptable with regard to parking and highway safety.

Background papers referred to during production of this report comprise all correspondence on file ref(s): 13/01358/FULL1 excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | |
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| 1ACA01 | Commencement of development within 3 yrs |
| ACA01R | A01 Reason 3 years |
| 2ACK01 | Compliance with submitted plan
In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area. |
| 3ACC04 | Matching materials |
| ACC04R | Reason C04 |
| 4ACI13 | No windows (2 inserts) flank rear extensions |
| ACI13R | I13 reason (1 insert) BE1 |
| 5ACH22 | Bicycle Parking |
| ACH22R | Reason H22 |

INFORMATIVE(S)

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