

SECTION '2' – Applications meriting special consideration

Application No : 14/00078/FULL1

Ward:
Clock House

Address : 109 Croydon Road Penge London SE20
7TT

OS Grid Ref: E: 535019 N: 169461

Applicant : Mr Jamil Mohammed

Objections : YES

Description of Development:

Part one/two side and rear extension and conversion of single dwellinghouse to two 3 bedroom flats with accommodation with roofspace

Key designations:

Biggin Hill Safeguarding Birds Aldersmead Road
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London Distributor Roads

Proposal

Permission is sought for a part one, part two storey side and rear extension with a side dormer and the conversion of the resultant building to form two three bedroom flats. The extensions comprise:

- o First floor rear extension with a depth of 3.8m
- o A first floor side extension with a width of 1.4m, a side space of 1.6m and set 4.3m from the front elevation
- o A ground floor side extension with a width of 3.1m
- o A ground floor rear infill extension with a depth of 3.8m

Four parking spaces are proposed within the existing frontage as well as refuse storage

Location

The application site is set to the south-eastern edge of Croydon Road Penge just to the west of the junction of Elmers End Road and Anerley Road and features a two storey detached dwellinghouse with vehicular access.

The site is of a similar scale, form and design that of the adjoining properties at No.107 and No.111 with a variety of styles and scales present in the immediate area. The ground level is lower to the rear of the property, with the rear garden being set below the floor level of the dwelling and accessed by steps.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations were received.

Comments from Consultees

Highways have raised no objections subject to condition, commenting that the four parking spaces and the use of the existing access is acceptable and cycle storage should be introduced.

Planning Considerations

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

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

Supplementary Planning Guidance 1 and 2

London Plan Policy 3.4 Optimising Housing Potential
London Plan Policy 3.5 Quality and Design of Housing Developments
The Mayor's Supplementary Planning Guidance: Housing

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

Planning History

There is no planning history for the site. It is noted that the adjoining property at No.107 was granted planning permission in 2003, under reference 03/01418 and 03/02665, to be converted into two studio flats and a three bedroom dwelling. No.113 to the west was granted planning permission, under reference 04/04388, to be converted into 1 three bedroom, 1 two bedroom and 1 one bedroom flats. Nos 115-121 area all in use as flats or Houses of Multiple Occupation.

Conclusions

At ground floor level the proposal would not be dissimilar to the existing side and rear elements. However, the overall footprint would be the same and as such no further impact upon the amenities or outlook of the residents at No.107 is anticipated. The existing garage to the eastern boundary would be converted and incorporated within the new extension and its impact would therefore remain as existing. The area to be infilled at ground floor level is enclosed by this garage and

an existing single storey rear extension and it is not considered that this part would have any harmful impact upon the amenities of the residents at No.107.

At first floor level the side extension would have a width of 1.4m and is set back from the front elevation by 4.3m. Policy H9 requires that all developments of two or more storeys provide a minimum 1m side space to the boundary for the full height and length of the proposal. The first floor element would have a 1.6m separation and would sit above the ground floor element which is to the boundary.

As such, although the whole development does not feature a 1m side space, it is considered that the ground element replicates the existing built form and a good level of separation is proposed at first floor level. It is not considered that any terracing or harm to the existing spatial standards would result from the separations proposed given the relatively small width of the first floor side element.

The two storey rear extension occupies much of the footprint of the existing single storey rear extension at ground level and therefore the main consideration is that of the impact resulting from the first floor element. To the eastern boundary this would have a separation of 1.6m to match the side extension, while to the western boundary to No.111 there would be a 3m separation. For a detached property of this nature the 3.8m projection is towards the upper limits of acceptability, however the levels of separation provided to the adjoining properties and the orientation of the property are considered to mitigate any harm in terms of outlook and daylight to those adjoining residents.

With regard to the proposed accommodation, both flats are considered to result in adequate room sizes and good levels of internal circulation. A terrace area is proposed for the ground floor flat with the sub-division of the large rear garden to form two tandem gardens resulting in a good level of amenity area for the intended future occupiers.

The conversion into flats is not considered to be out of character with the area, with all of the properties in this row to Worbeck Street to the west being in use as flats with the exception of No.111 which remains a single dwellinghouse and No.115 which a House in Multiple Occupation. The four parking spaces are considered acceptable for this level of occupation in this area with a good sized frontage capable of accommodating this without harming the character of the area.

It is therefore considered that the proposal is acceptable in terms of the resulting impact upon the character and spatial standards of the area, the off-street parking provision proposed, and the impact of the extensions upon the outlook and residential amenities of neighbouring residents.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 14/00078 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1ACA01 Commencement of development within 3 yrs
- ACA01R A01 Reason 3 years
- 2ACA04 Landscaping Scheme - full app no details
- ACA04R Reason A04
- 3ACA07 Boundary enclosure - no detail submitted
- ACC07R Reason C07
- 4ACC04 Matching materials
- ACC04R Reason C04
- 5ACH03 Satisfactory parking - full application
- ACH03R Reason H03
- 6ACH18 Refuse storage - no details submitted
- ACH18R Reason H18
- 7ACH22 Bicycle Parking
- ACH22R Reason H22
- 8ACH32 Highway Drainage
- ADH32R Reason H32

9 Before the development hereby permitted is first occupied the proposed window(s) to the first floor south-western and north-eastern flank elevations shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties any openings should be at high level.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 10ACK01 Compliance with submitted plan
- ACK05R K05 reason

INFORMATIVE(S)

- 1 RDI25
- 2 RDI10
- 3 RDI15
- 4 Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant