

SECTION '2' – Applications meriting special consideration

Application No : 14/01008/FULL1

Ward:
Penge And Cator

Address : 24 - 30 Station Road Penge London
SE20 7BQ

OS Grid Ref: E: 535350 N: 170676

Applicant : Mr Derek Flay

Objections : NO

Description of Development:

Change of use from light industrial (Use Class B1) to four residential units, including the erection of front porches, elevational alterations and creation of associated residential curtilage.

Key designations:

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

Proposal

This application proposes the alterations and conversion of existing commercial buildings (printers with ancillary storage and offices) to form a terrace of four houses. Elevational alterations are proposed to provide windows, doors and low level front boundary walls. Each unit will be allocated a small front garden area; to the rear garden turfed areas and permeable block paths are to be introduced as well as cycle store provision.

The application is supported by a marketing report, parking survey and planning statement.

The planning statement advises that printing businesses nationally have been in decline in recent years and there is no longer a justification for the current business to occupy the amount of existing space.

Location

The site is located on the south side of Station Road adjoined by terrace housing to the west and east, a similar pattern of residential development to the rear (south) and opposite Penge East Railway Station (to the north).

Comments from Local Residents

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

Comments from Consultees

No comments are raised by Environmental Health (Housing)

Having considered the D&A and marketing report no objections are raised from Planning Policy to the loss of business floorspace, having had regard to the evidence submitted by the applicant.

Highways comments note that the development is located within the PTAL area of medium rate of 3. No car parking is offered by the developer which is not satisfactory from a Highways point of view however it is considered that as the transport accessibility is moderate a reduction in the parking requirement may be justified as the site is considered accessible to public transport links. The submitted parking stress surveys have been considered; the surveys indicate that apart from Queen Adelaide Road which is more than 200m from the site the surrounding roads are near or at 80% occupancy which is very evident during the day.

Although some of the surrounding roads have some spare capacity as no car parking is provided Highways concerns are raised that the development would generate additional traffic and increase parking demand in the vicinity. Furthermore an increase in parking demand in an area where a few spaces are available would generate considerable pressure to find spaces with a significant risk of illegal or unsuitable parking and on-street manoeuvring. Planning conditions are suggested in relation to cycle parking provision in the event of a planning permission.

Planning Considerations

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

- BE1 Design of New Development
- H1 Housing Supply
- H12 Conversion of non-residential buildings to residential use
- T1 Transport Demand
- T3 Parking

Planning History

A previous application was withdrawn, ref. 13/00402, in order to respond to the need to market the premises and additional parking survey information.

Conclusions

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

The site is not designated as a business or employment area and the conversion to residential must be considered against Policy H12 of the Unitary Development Plan states that the Council will normally permit the conversion of genuinely redundant office buildings and other non-residential buildings to other uses subject to achieving a satisfactory quality of accommodation and amenity for future occupiers.

The NPPF (para 51) also states that Local Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

This application is a resubmission, following the withdrawal of ref. 13/00402, and is supported by a marketing report; no objections are raised from a planning policy point of view to the loss of business floorspace, having had regard to the evidence submitted by the applicant.

Given it is the existing building that is to be re-used, that there has been commercial use, the relationship to existing residential units and the associated residential curtilage proposed to each dwelling it is not considered that the proposed use is likely to result in such undue impact on existing residential amenity as to raise a planning ground of concern. Additionally there have been no letters of objection received to the proposal.

Highways concerns are raised given that no parking can be provided on-site. However, the submitted parking surveys do show some capacity and the site is considered to have medium access to public transport (PTAL 3) Members may therefore consider, on balance, that the proposal represents an acceptable scheme.

Having had regard to the above Members may consider that the conversion to residential use is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

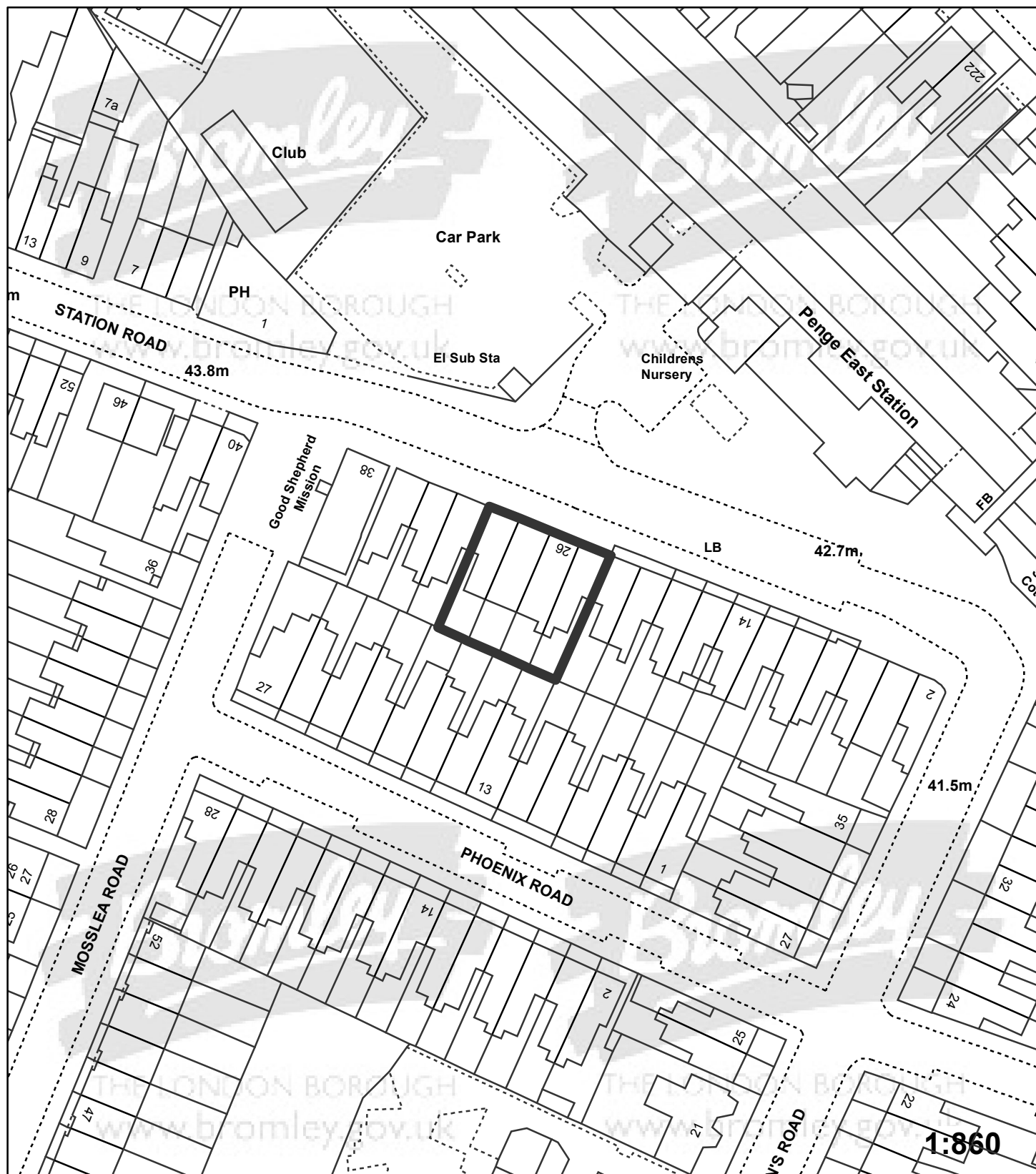
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|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACC07 | Materials as set out in application |

	ACC07R	Reason C07
3	ACH22	Bicycle Parking
	ACH22R	Reason H22
4	ACK01	Compliance with submitted plan
	ACC01R	Reason C01

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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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