

SECTION '2' – Applications meriting special consideration

Application No : 16/03924/FULL6

Ward:
Penge And Cator

Address : 46 Avenue Road London SE20 7RR

OS Grid Ref: E: 535587 N: 169576

Applicant : Mr Tahir Ali

Objections : NO

Description of Development:

Two storey side extension and single storey rear extension

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 51

Proposal

Planning permission is sought for a two storey side extension and a single storey rear extension. The existing garage is proposed to be demolished to create a downstairs bedroom, bathroom, utility room and enlarged kitchen/living and dining room on the ground floor and a study, walk-in-wardrobe and en-suite on the first floor. The proposal includes a sloping roofed single storey rear extension with a rear projection of 4m and a maximum roof height of 3.7m.

Given the tapering nature of the site this side extension will be 2.5m wide to the front and widening to 3.2m wide at the rear. New windows are proposed in the front and rear elevations.

The application site is an end of terrace house located on the northern side of Avenue Rd, Penge. To the east of the site, immediately adjacent to the site boundary is an access lane leading to allotment land located to the west of the site. This access lane is approximately 1.8m-2.m wide.

Consultations

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

Comments from Consultees

Technical Highways inspected the file and raised no objections subject to a standard condition.

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
H8 Residential Extensions
H9 Side Space

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

The Councils adopted SPG guidance is also a consideration.

There is no planning history associated with the site.

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.

The single storey rear extension will have a rear projection of 4.0m, 1.5m deeper than the existing single storey rear extension, and will be positioned on the western boundary and span the full width of the rear of the property. Given the separation from the next door property at that side (No.48) by virtue of the access lane to the allotments the modest rear projection, and the small increase in the rear projection on the opposite boundary No.44 (from 2.5m to 4m) the impact of the proposed single storey rear element of the proposal on the amenity of the neighbouring properties is considered acceptable. No.44 have an existing single storey rear extension which measures approximately 2.5-3m in depth.

The general principle of the first floor side extension is considered acceptable, and similar examples of gable-ended side elevations can be seen at the immediately surrounding properties, (No.48). No windows are proposed in the flank elevation.

Plans sub committee considered a part one/two storey side extension at No.48 Avenue Road acceptable under reference: DC/13/02952.

The proposed extension would be built up to the side boundary adjoining the access to the allotments to the east. This would mirror the existing relationship at the neighbouring property No.48. Whilst the proposal will be built to the boundary, any impact is significantly mitigated by the 1.8m-2.0m access way that the site adjoins. The existence of this permanent separation is such that the proposal will not result in any unrelated terracing or any detrimental impact on the spatial standard evident in the area.

Given these mitigating set of circumstances, the proposal is not considered to result in a detrimental impact on the streetscene or in a cramped appearance, nor result in any loss of visual amenity in line with the guidance set out in Policy H9.

In terms of proposed materials, the proposal will be consistent with the prevailing nature of development in the area, with all materials to match the existing property to a satisfactory degree.

Having had regard to the above, it was considered that the siting, size and design of the proposed first floor side extension and single storey rear extension is acceptable in that it would not result in a detrimental impact on neighbouring amenity or in a harmful impact on the character of the area.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

REASON: 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.

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be**

carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.