

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

Application No : 18/04407/FULL6

Ward:
Crystal Palace

Address : 2 Coach House Mews Penge London
SE20 8NW

Objections: No

OS Grid Ref: E: 534571 N: 170183

Applicant : Mr Michal Litke

Description of Development:

First storey side extension above existing garage and garage conversion

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 6

Proposal

The application seeks planning permission for the conversion of the garage to a habitable space, first floor side extension and elevational alterations. The proposed first floor side extension will measure 2.8m in width, 7.2m in depth and 2.3m in height with a flat roof. The elevational alterations include replacing the garage door with a window and the ground floor rear door and window with bi-fold doors.

Location and Key Constraints

The application site comprises a two storey semi-detached dwellinghouse located at the end of Coach House Mews, Penge. The property is not listed and does not lie within any area of special designation.

Comments from Local Residents and Groups

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

Comments from Consultees

Highways:

The development will result in loss of one parking space by conversion of the garage to a habitable accommodation. However, there are spaces available within the site's curtilage which would be utilised for parking. Therefore on balance as it is

a small development I raise no objection to this proposal. Please include the following with any permission: H03 (Car Parking).

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

The application falls to be determined in accordance with the following policies:

London Plan Policies

7.4 Local character

7.6 Architecture

Unitary Development Plan

H8 Residential extensions

H9 Side Space

BE1 Design of new development

T3 Parking

Draft Local Plan

6 Residential Extensions

8 Side Space

30 Parking

37 General Design of Development

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Planning History

There is no recent planning history at this site. The planning application which gave rise to the property being constructed was granted under the following reference:

83/01344/FUL - Pair of semi-detached houses - Application Permitted.

Considerations

The main issues to be considered in respect of this application are:

- Design
- Neighbouring amenity
- Highways
- CIL

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the

arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The host dwelling is a semi-detached dwelling which is connected to its neighbour, No.3, at ground floor level. The first floor side extension will be set back 2.2m from the ground floor front elevation and will project along the shared boundary with No.3. The extension will have a flat roof which sits level with the eaves height of the host dwelling and which will not project past the rearmost wall of the property. Policy H9 states that for proposals of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building. It is noted that, the presence of the term 'normally' in the body of UDP Policy H9 implies, a need for discretion in the application of the having regard to several factors including the characteristics of the site and its surroundings, the precise nature of the proposal and the objectives of the policy as set out in the explanatory text.

The supporting text of Policy H8 sets out that flat-roofed side extensions of two or more storeys will normally be resisted unless the extension is well set back from the building line and is unobtrusive. Coach House Mews is located at the end of a side road off Anerley Park which serves a total of four buildings. The pair of semi-detached dwellings are located at the end of the Mews and are accessed by a private gate. The dwellings do not form part of a wider streetscene, are not visible from the public highway and are not in close proximity to other dwellings. Taking into account the extensions width, height, and set back from the ground floor front elevation, as well as the positioning of the neighbouring property and location of the dwellings, it is considered that, on balance, the development would not lead to a cramped appearance or have a detrimental impact on the host dwelling. The proposed development would be subservient to the main dwelling and will not overdevelop the site as a whole. Insofar as possible the proposed materials will match those of the existing dwelling so that the addition is complementary and compatible with the application site and developments in the surrounding area.

As part of the conversion of the garage a window will replace the existing garage door. It is noted from the site visit that the neighbouring property, No.3 has carried out a similar type of development when converting its own garage. It is therefore considered that elevational alterations to the front and rear of the dwelling will not harm the character of the area or the streetscene in general.

Having regard to the form, scale, siting and proposed materials it is considered that the proposed extension would complement the host property and would not result in a detrimental impact upon the spatial standards and visual amenity of the area.

Neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The proposed first floor side extension will project along the shared boundary with No.3 which is the closest neighbouring property. The first floor flank elevation of this property is positioned approximately 2.4m away from the shared boundary line. It is noted from the site visit that there are three windows in the flank elevation of No.3, two of which are obscure glazed. Taking into account the positioning of the proposed, the separation distance of the neighbouring property at first floor level and the orientation of the site, it is considered that, on balance, any impact the extension may have on the amenities of the neighbouring occupiers would not be adverse enough to warrant a reason for refusal.

The proposed conversion of the garage will result in a space that is integrated into the main dwelling. It is not considered that the conversion will lead to an increase in noise outside that which already exists or which would be expected from a residential dwelling. The proposed windows to the front and rear elevations, because of their location and size, would not result in an increased chance of overlooking over and above that which already exists.

Having regard to the scale, siting and separation distance of the development, it is not considered that a significant loss of amenity with particular regard to light, outlook, privacy and prospect would arise.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

The proposed conversion of the garage to a habitable room will result in the loss of one car parking space. There are spaces within the sites curtilage which would be utilised for vehicle parking and Councils Highways Officer has raised no objection to the proposal. Therefore, on balance, it is not considered that there would be any adverse impact on parking.

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has not completed the relevant form.

Conclusion

Having had regard to the above it is considered that the development in the manner proposed 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 files set out in the Planning History section above, excluding exempt information.

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.