

SECTION '2' – Applications meriting special consideration

Application No : 10/03465/FULL1

Ward:
Crystal Palace

Address : 193 Anerley Road Penge London SE20
8EL

OS Grid Ref: E: 534851 N: 169652

Applicant : Universal Estates (Croydon) Ltd

Objections : YES

Description of Development:

Provision of additional 8 two bedroom flats and alterations to existing 5 flats to provide a total of 13 two bedroom flats. 4 storey side and rear extension (including lower ground floor), roof alterations to include increase in roof height, front and rear dormer window extensions and creation of roof terrace to rear. First floor front extension to form bay window. Elevational alterations to rear and west elevations. Removal of 4 existing garages, provision of on-site car parking and bicycle storage and additional landscaping

Key designations:

London Distributor Roads

Proposal

This proposal can be divided into the following elements:

- The property is proposed to be extended approximately 4.9m to the side which shall be 10.15m in length and 5.55m to the rear which shall be 13.3m in width at a four storey level (including the lower ground floor).
- The ridgeline of the property is also proposed to be raised by 1.2m to provide additional accommodation in the roofspace. A dormer window extension with a pitched roof would be inserted in the front elevation with a rear dormer window extension to the rear, part of which projects over the 4 storey rear extension, is also proposed. The flat roof of the third floor rear extension would act as a roof terrace for the occupants of the two bedroom flat in the roofspace which would be enclosed by a 1.8m high obscure glazed screen.
- A bay window is also to be constructed above an existing bay window on the first floor front elevation.

- Additional landscaping measures are also proposed including the removal of 4 existing garages, provision of 13 on-site car parking spaces, bicycle storage and covered bin and recycling stores.
- In total the proposal would provide an additional 8 two bedroom flats and include substantial alterations to the existing 5 flats to provide a total of 13 two bedroom flats.

Location

The proposal is located to the north of Anerley Road, in close proximity to the junction with Maple Road and is a Victorian era four storey (including basement level) detached property currently in use as 5 self-contained flats, with one 3 bedroom flat on ground floor, two 1 bedroom flats on the lower ground floor, one 2 bedroom flat on the first floor, and one 2 bedroom flats on the second floor. To the rear of the site are two semi-detached dwellinghouses at Mayfield Close which are to be retained and 8 garages, 4 of which are to be retained to service Mayfield Close. 1-4 Mayfield Close are located to the rearmost of the plot and comprise four flats within a two storey semi-detached properties the freehold of which is also owned by the applicant. Access to the site is via Anerley Road with vehicular access being shared with the occupiers of 1-4 Mayfield Close.

Properties in the area vary significantly in terms of their scale and architectural style although the majority of neighbouring properties are either purpose built or large scale properties which have been converted into self-contained flats. There are also a Church, Nursing Home and sheltered housing in close proximity to the application site.

Comments from Local Residents

Nearby owner occupiers were consulted in relation to the application and their views are summarised below:

- the proposal will affect the amount of light to the garden area and will invade the privacy of Nos. 191 Anerley Road.
- the rear extension will be over 3 storeys and will block out natural daylight for those flats to the immediate right of the main entrance of Dover House especially Flats 8, 14 and 19.
- the proposal will result in a lack of privacy caused by overshadowing and overlooking for Dover House.
- the use of the balcony to the rear of the property will be used on warm evenings which will lead to noise and nuisance for the bedrooms to the rear of Dover House. the balcony will also result in overlooking.
- creating car parking spaces will affect residents of Dover House which have bedrooms to the rear. This will result in noise and nuisance.
- there have been similar applications in the past, one such application was submitted in 1988 and was refused and subsequently dismissed at appeal.
- there is at present noise pollution generated by the existing 5 flats.
- the proposal will result in noise generated by the construction process.
- the roof terrace will result in additional noise pollution.

- the proposal will devalue neighbouring properties.
- The applicants have stated in the Design and Access Statement that Dover House will be approximately one third smaller than the proposal site. This constitutes an overdevelopment of the site.
- the area is already heavily populated.
- the proposal will result in a loss of prospect for the residents of No. 193, where the view is currently unobstructed.
- the proposal will be detrimental to the enjoyment of the garden area of No. 193 particularly during summer months.
- concerns that a number of Juliet balconies are also proposed to the rear of the building which will impact on the privacy and enjoyment of the garden of No. 193.
- concerns that the number of people occupying the flat already results in severe disturbance for the occupants of No. 193 at present and as such there are concerns as to the increase to a total of 13 flats will result in an increased level of disturbance.

Comments from Consultees

The Metropolitan Police Crime Prevention Design Advisor was consulted and stated no record could be found that the applicant or agent consulted the Metropolitan Police in connection with the application prior to submission of the application. The application for a substantial extension and refurbishment to add an additional eight flats to the existing five which would mean further security measures would be required for the communal entrance. However, the application should be able to achieve full Secure by Design (SBD) accreditation in respect of design and layout and part 2, with the guidance 'SBD New Homes 2010' and incorporating accredited, tested and certificated products. Were permission to be granted a SBD condition should be attached to address the points raised above.

The Council's Environmental Health Department were consulted who stated that the adequate lighting would be provided to the sub-basement and that while a number of the second bedrooms appeared to be small, they measured 7 square metres which should be sufficient to serve as a single bedroom or nursery. As such no objections were raised by Environmental Health, subject to conditions.

Highways Planning were consulted who stated Anerley Road (A214) is a London Distributor Road (LDR). The development is located in an area with moderate Public Transport Accessibility Level (PTAL) rate of 4 (on a scale of 1 – 6, where 6 is the most accessible). Vehicular access for the proposal will be via two access points from Anerley Road. A total of 13 car parking spaces exclusive of 4 garages (belonging to Mayfield Close) would be provided which is acceptable. Cycle stands are to be provided which is satisfactory. Pedestrian access is from Anerley Road. Therefore, no objections were raised from a highways perspective, subject to conditions.

The Council's Waste Advisors and Thames Water raised no objections in relation to the proposal.

The Council's Sustainable Transport Advisors, Highway Drainage and Building Control raised no objections to the proposal, subject to conditions.

From a trees perspective no objections were raised in relation to the proposal, subject to conditions.

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
H8 Residential Extensions
H9 Side Space
H11 Residents Conversions
T3 Parking
T18 Road Safety

Planning History

The most recent planning history in relation to this property is outlined below:

In 2001 under planning ref. 01/00590, an application was submitted and subsequently withdrawn for the conversion of 3 studio flats (Flats 3a,3b,3c) into 1 two bedroom flat.

In 1993 under planning ref. 93/01364, a Certificate of Lawfulness for an Existing Use was granted for use as seven flats.

In 1989 under planning ref. 88/04539, outline planning permission was refused for three storey side extension comprising 3 storey side extension with 6 two bedroom flats and 12 car parking spaces.

In 1989 under planning ref. 89/01878, outline planning permission was refused for a four storey side extension comprising 10 studio flats with car parking spaces.

Conclusions

The main issues relating to the application are the impact of the impact on the residential amenity of the occupants of neighbouring properties, potential overdevelopment of the site, the level of amenity Space and quality of accommodation to be provided for future occupants of the development, the increase in the level of activity at the site, the impact on the streetscene and character of the area and the effects on traffic and congestion in the area, which shall be addressed in this section.

Impact on the residential amenity of neighbouring properties:

While a large roof terrace is proposed to the rear of the site this is to be screened by obscure glazed panels of 1.8m in height (5 ft 9 inches) which would be above the eye level of an average adult and as such the impact in terms of loss of privacy as a result of this element of the proposal is not considered to be significantly detrimental. In addition, were permission granted a condition could be attached to ensure the screens were obscure glazed and a minimum of 1.8m in height and shall be permanently retained thereafter. A number of windows with Juliet balconies are proposed to be inserted in the rear elevation of the property. However, the Juliet balconies are also proposed to be obscure glazed to 1.2m in height and do not result in a raised platform on which to stand and as such these are not anticipated to result in any additional loss of privacy or sense of overlooking than a window would pose and are considered to be acceptable.

Dover House to the east of the application site is angled away from the application site with an approximate distance of 8.6m from the flank wall of the side extension to the flank wall of Dover House where the windows in this elevation appear to be either servicing a bathroom or secondary windows to a habitable room. There is a distance of approximately 16m from the proposed rear extension to the main section of Dover House where there are a number of windows serving habitable rooms located. At present these habitable rooms and balconies at Dover House receive a restricted level of light due to their North West facing orientation, and given the distance from the proposal to the application site this is not anticipated to result in any additional loss of light or significant loss of prospect for the occupants of Dover House. In terms of loss of light for No. 191, no part of the development is located within 45 degrees of the middle of the window cill at a first floor level or above. Given the approximately 6.8m distance from the proposed rear extension to the flank wall of No. 191 and the orientation of the site, the potential loss of light or prospect is not anticipated to be of such an extent as to warrant refusal.

The proposed rear extension shall be located 24.2m from the front elevation of Mayfield Close and even considering the increase in roof height this distance is considered sufficient to limit the impact in terms of loss of light and privacy for the future occupants of Mayfield Close.

Potential Overdevelopment of the Site

While the proposed rear and side extensions are of a significant scale the increase is primarily in height rather than width and as such the proposed extensions are not considered to result in an overdevelopment of the site and are in keeping with the scale of the neighbouring properties.

Amenity Space and Quality of Accommodation for Future Occupants

The current Unitary Development Plan does not specify a specific calculation for the amount of amenity space to be provided per property. The drawings submitted indicate an area of approximately 68.64 square metres is to be provided as a 'grassed area' on site with Betts Park being adjacent to the application site. The demand for amenity space by the occupants of the two bedroom flats are likely to be less than those of a single family dwellinghouse. Therefore, the level of amenity space provided given the proximity to the designated Urban Open Space of Betts

Park is considered to be sufficient to meet the needs of the future occupants of the proposed development. In addition, were permission to be granted a condition could be attached to ensure details of landscaping were submitted to and approved by the Local Planning Authority to ensure the quality of landscaping in the curtilage of the property is of a satisfactory standard.

The Council's Environmental Health Department were consulted who assessed the proposal in terms of whether the quality of living accommodation was considered to be satisfactory for future occupants of the property. All habitable rooms were found to have direct access to a source of light and all rooms were found to be of an acceptable scale and as such the proposal was considered to provide a satisfactory accommodation, subject to conditions.

Highways and Parking

13 car parking spaces are provided for the total of 13 flats proposed, in addition to the four garages to be retained for use by Mayfield Close which adheres to the Council's requirements in respect of parking and no objections were raised by the Council's Highways Department and as such the proposal is considered acceptable from a highways perspective.

Increase in Level of Activity at Site

While the additional 8 units will undoubtedly lead to an increase in the level of activity at the site, as previously stated the proposal is not considered to result in an overdevelopment or an overly intensive use of the site and as such the increase in the level of activity or noise generated is not considered to be of such an extent as to warrant refusal.

Impact on the Streetscene and Character of the Area

The proposal will significantly alter the current appearance of the property. The area at present is disparate in its architectural style being primarily characterised by large scale purpose built or converted blocks of flats. The proposed side extension has been designed to replicate the existing features of the original dwelling including bay windows, rendered façade and stucco quoins to the corners and as such the proposal is considered to complement the existing property. As part of the application the agent has provided a supporting document to assess the impact upon light, views and streetscene arising from the proposal. As part of this an analysis of the variation of roof heights was submitted demonstrating that the area does not have a uniformity in roof heights and structures and while this proposal will involve an increase of approximately 1.2m in the roof height, given the lack of uniformity at present this is not considered to be excessively detrimental to the overall appearance of the property or the streetscene. A dormer window is also proposed to be inserted in the front elevation of the property. The applicant's accompanying Design and Access Statement provides examples of front dormer windows within the vicinity. The proposed dormer window is considered to have been sensitively designed with a pitched roof and centred between the two forward projecting elements on the principal elevation and as such is considered to be an acceptable feature. While the rearwards projection is quite considerable the

proposed side extension should largely shield it from view from the highway and as such it is not anticipated to be significantly detrimental to the streetscene.

It is clear that the proposal will impact on streetscape and on the adjacent properties as a result of this proposal and a judgement needs to be made about whether the impact is unduly harmful. Accordingly, Members will need to take account of the plans that have been submitted for this site and the comments made by residents during the consultation period.

Bearing in mind the issues in this case and the concerns raised locally this application is presented on List 2 of the agenda.

Background papers referred to during production of this report comprise all correspondence on file ref. 10/03465, excluding exempt information.

As amended by documents received on 26.01.11 and 31.01.11

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA04 Landscaping Scheme - full app no details
 ACA04R Reason A04
- 2 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 3 ACB01 Trees to be retained during building op.
 ACB01R Reason B01
- 4 ACC04 Matching materials
 ACC04R Reason C04
- 5 ACD02 Surface water drainage - no det. submitt
 ADD02R Reason D02
- 6 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
- 7 ACH12 Vis. splays (vehicular access) (2 in) 3.3m x 2.4m x
 3.3m 1m
 ACH12R Reason H12
- 8 ACH18 Refuse storage - no details submitted
 ACH18R Reason H18
- 9 ACH22 Bicycle Parking
 ACH22R Reason H22
- 10 ACH32 Highway Drainage
 ADH32R Reason H32
- 11 ACI12 Obscure glazing (1 insert) in the flank elevations
 ACI12R I12 reason (1 insert) BE1
- 12 ACI17 No additional windows (2 inserts) flank development
 ACI17R I17 reason (1 insert) BE1
- 13 ACI24 Details of means of screening-balconies
 ACI24R Reason I24R
- 14 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and

the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall seek to achieve the "Secured by Design" Certification awarded by the Metropolitan Police.

Reason: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

15 The developer is required to certify to the Council in writing that the lighting of the access/car parking is in accordance with BS 5489 – 1:2003 prior to the first occupation and that such lighting will be maintained permanently thereafter.

Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

16 The construction/project management company concerned with the development should be required to contact the Local Planning Authority and provide a working document detailing the steps they propose to take for the duration of the works at least 14 days prior to commencement of the work. The document should cover the whole duration of the on-site works and include demolition/construction methods and management control to secure the best practicable means to control noise and dust.

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

Reasons for granting planning permission:

In granting planning permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

BE1 Design of New Development
H1 Housing Supply
H8 Residential Extensions
H9 Side Space
H11 Residents Conversions
T3 Parking
T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene;
- (b) the impact upon the residential amenities of the occupants of the adjoining properties;
- (c) the impact upon congestion and road safety within the area;
- (d) the quality of accommodation provided for future occupants of the property;
- (e) the relationship of the development to adjacent properties;
- (f) the character of the development in the surrounding area.

and having regard to all other matters raised.

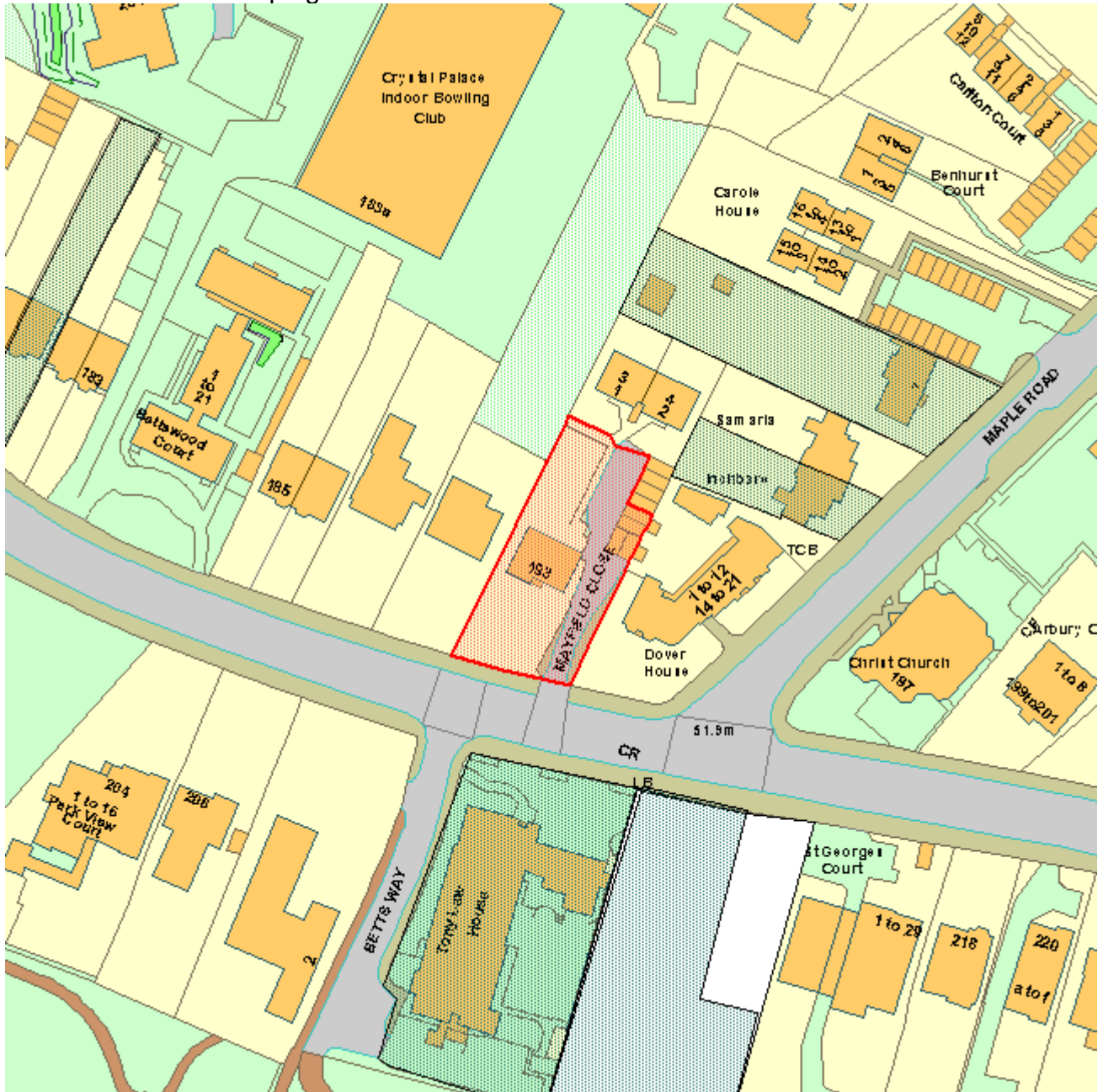
INFORMATIVE(S)

- 1 Any repositioning, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming/altering of a vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 2 RDI16 Contact Highways re. crossover

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