

<b>Item No:</b> 7.1	<b>Classification:</b> Open	<b>Date:</b> 08 December 2015	<b>Meeting Name:</b> Planning Sub-Committee B
<b>Report title:</b>		<b>Addendum</b> Late observations, consultation responses, and further information.	
<b>Ward(s) or groups affected:</b>		Peckham Rye	
<b>From:</b>		Director of Planning	

## PURPOSE

1. To advise members of observations, consultation responses and further information received in respect of the following planning applications on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken in to account in reaching the recommendation stated.

## RECOMMENDATION

2. That members note and consider the late observations, consultation responses and information received in respect this item in reaching their decision.

## KEY ISSUES FOR CONSIDERATION

3. Late observations, consultation responses, information and revisions have been received in respect of the following planning applications on the main agenda:

### **Item 7.1 – 15/AP/3659 for: Full Planning Permission – Land adjacent to 3A Friern Road, London SE22 0AU**

- 3.1 The wording of condition 6 is amended to:

*Samples of all facing materials, including a 1m<sup>2</sup> sample panel of brickwork showing mortar, pointing and bonds, to be used in the carrying out of this permission shall be presented on site to the Local Planning Authority and approved in writing before any above grade work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given.*

*And a new condition is to be added.*

*The development authorised by this permission shall not begin until the local planning authority has received confirmation of an arrangement approved by the Highway Authority for reinstating footway in place of the redundant access and dropped kerb onto Friern Road and the creation of a new access and dropped kerb to serve the development. Such an arrangement shall include if necessary works to reinstate the kerb line; make up footway; relocate street furniture and highway safety features; reinstate gullies and other drainage features and the repositioning of any service covers affected. The occupation of the development shall not begin until those works have been completed.*

- 3.2 The objectors submitted additional representation stating that the officer report contains a number of material inaccuracies and discrepancies set out below:

*Additional representations*

- 3.3 Objectors state that Para 3 is an inaccurate statement and should read that the site for the proposed development is the **only** garden space for 3 Friern Road, with a **minority portion** of the site providing car parking. 3 Friern Road does not have any other garden space due to previous development and extension.

*Officer's comments*

*Measurements taken from Drawing No: 4547/16A (Block Plan) which shows that No.3A would have 123.82m<sup>2</sup> amenity space and 40m<sup>2</sup> for 3 Friern Road see Para 49 & 50 of the officer's report.*

*Additional representations*

- 3.4 Para 4 not accurate. The site is **only** accessible from Friern Road, **not** Upland Road.

*Officer's comments*

*The officer acknowledges that there is currently no direct access onto Upland Road; however the site potentially have direct access onto Upland Road through the insertion of a gate within the boundary fence fronting Upland Road.*

*Additional representations*

- 3.5 Para 23 not accurate. The proposed development will result in the loss of the outside space for 3 Friern Road

*Officer's comments*

*It is acknowledged that 3 Friern Road will lose private amenity space; however 40m<sup>2</sup> private amenity space will be retained.*

*Additional representations*

- 3.6 Para 3 explains that there are spaces for six cars in the current site, compared to two spaces for the proposed new development (which is a net loss of four spaces, with additional loss of two spaces to the front of the property due to the proposed dropped curb and crossover). As a result of these proposals, parking demand would be increased due to additional demand from residents of the new six double-bedroom house, yet there would be six fewer spaces at this location.

*Officer's comments*

*The existing hardstanding can provide parking for up to 6 vehicles and benefits from a crossover allowing access to this space. It is proposed to reinstate the kerb and create a new crossover allowing parking for 2 vehicles on the forecourt of No. 3A Friern Road. Policy 6.13 of the London Plan 2015 recommends a maximum parking provision of 2 spaces for a property of this size. As such it is the officer's opinion that the proposed parking provision complies with the London Plan 2015.*

*Additional representations*

- 3.7 The objector refers to paragraphs 41, 45 and 46 and states that the proposed design is a poor fit for the area in terms of design, scale, massing and materials. Neither the submitted proposals nor the officer's report demonstrate a design that satisfies the level of quality delivered elsewhere in the borough.

*Officer's comments*

*While the design approach is quite different from the traditional Victorian dwellings along this street, it would not appear visually discordant with the surrounding area. The proposal does follow some elements of the neighbouring dwelling at No. 3 in terms of width, depth and following the building line of the street particularly that on Friern Road.*

*Furthermore, brickwork (similar in appearance to what is in the local area) with a combination of traditional stretcher bond, pattern and brick screen has been introduced to break up the elevations.*

*Additional representations*

- 3.8 The objector states that the proposal should be assessed as 'Backland development' and not as 'Infill development'.

*Officer's comments*

*Backland development is defined the Dulwich SPD as Back-land development sites are those located predominantly to the rear of existing dwellings separated from the residential dwelling (e.g. not a conservatory or extension to the existing dwelling). Development on such sites includes garden buildings such as sheds and greenhouses and new residential units.*

*In-fill development occurs where there is development of sites located between existing property frontages, and where any new buildings should normally continue the lines of existing development to each side.*

*As such it is the officer's opinion that the proposal is therefore an infill development.*

*Additional representations*

- 3.9 Para 62 is inaccurate as the development will have a significant adverse impact on the amenity area available to no 3 Friern Road, the 'adjoining property' where the external space left as a result of approval would fall below required standard.

*Officer's comments*

*It is acknowledged that 3 Friern Road will lose private amenity space; however 40m<sup>2</sup> private amenity space will be retained.*

*Additional representations*

- 3.10 The design incorporates balconies which, aside from failing to match to any other building facade in the vicinity, will impact on the privacy of many homes within the immediate view of the proposed structure.

*Officer's comments*

*Both these terraces are modest in size (5.19m<sup>2</sup> and 6.56m<sup>2</sup>), have a separation distance of more than 21m from the nearest neighbouring property and are located behind brick screen walls so that there is not direct overlooking of neighbouring sites.*

*Additional representations*

- 3.11 As a direct and very clear consequence of this overdevelopment of the site's footprint, there has been a reinstatement of two balconies on the Upland Road elevation.

*Officer's comments*

*Strategic Policy 5 (Providing New Homes) of the Core Strategy locates the site within the Urban Density Zone which has a density range of 200-700hr/ha.*

*The density of the proposed development would equate to 245hr/ha. It is therefore not considered to be overdevelopment of the site.*

**REASON FOR URGENCY**

- 3.12 Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the sub-committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications/enforcements and would inconvenience all those who attend the meeting

**REASON FOR LATENESS**

- 3.13 The comments reported above have all been received since the agenda was printed. They all relate to an item on the agenda and Members should be aware of the objections and comments made.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Individual files	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403