

**PART 6: Planning Applications for Decision****Item 6.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref:	18/00588/FUL
Location:	4 Rectory Park, South Croydon, CR2 9JL
Ward:	Sanderstead
Description:	Demolition of existing building: erection of a two storey building with accommodation in roofspace comprising 3 two bedroom, 2 one bedroom and 2 three bedroom flats; formation of vehicular access onto Borrowdale Drive and provision of associated parking spaces, cycle storage and refuse store.
Drawing Nos:	BX14-S3-101A; BX14-S3-102; BX14-S3-103B; BX14-S3-104; BX14-S3-105; BX14-S3-106; BX14-S3-107; BX14-S3-108A and BX14-S3-109
Applicant:	Mr Haris Constanti – Aventier Ltd
Case Officer:	Robert Naylor

	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Apartments</b>	0	2	5	2	0

*All units are proposed for private sale*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
7	14

- 1.1 This application is being reported to Planning Committee because a Ward Councillor (Cllr Tim Pollard) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Materials as detailed in permission 17/06269/DISC
3. Visibility splays and parking as specified
4. Details of cycle store; lighting and electric vehicle charging points to be submitted
5. No additional windows in southwestern elevation
6. Hard and soft landscaping to be submitted and to incorporate SuDS; boundary at the rear; child playspace and reinstatement of curbs following removal of access.
7. Tree Protection provided as specified.
8. 19% Carbon reduction
9. 110l Water usage

10. Time limit of 3 years
11. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Details of boundary treatments – to mitigate glare from headlights
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **3.1 Proposal:**

- Demolition of existing building
- Erection of a two storey building with accommodation at roof level comprising 2 x one bedroom; 3 x two bedroom and 2 x three bedroom flats fronting Rectory Park
- Provision of 7 off-street car parking spaces accessed via Borrowdale Drive
- Provision of associated integrated refuse and separate cycle stores

### **Site and Surroundings**

- 3.3 The application site occupies a prominent corner plot on the south side of Rectory Park on the junction with Borrowdale Drive. The site is located in a predominantly residential area and the current host property is detached set in a fairly spacious plot. The site is located towards the top of a steep hill and the topography steps back again southwards along Borrowdale Drive.
- 3.4 The surrounding area is predominately residential in character with a mix of semi-detached, detached late 19<sup>th</sup> century and early 20<sup>th</sup> century properties. Opposite the application site consists mainly detached properties which mainly exhibit hipped roof slopes although there are a few gabled treatments towards the northern end of the road.

### **Planning History**

#### **3.5 The most relevant history is as follows:**

- Planning Committee will be aware of the planning permission (Ref: 17/00687/FUL) for the demolition of existing building and erection of a two-storey building comprising 6 x 2 bedroom flats, with accommodation of roof level, provision of associated vehicular access and provision of associated parking spaces, cycle storage and refuse store which was approved by Committee in July 2017.

- A planning application (Ref: 17/03616/FUL) for the demolition of existing building: erection of a two storey building with accommodation in roof space comprising 2 one bedroom and 5 two bedroom flats: provision of , associated access, 7 parking spaces, cycle storage and refuse store. This was withdrawn by the applicant prior to any determination.
- Planning permission (Ref: 17/06269/DISC) was granted to discharge condition 2 (MATERIALS) attached to planning permission 17/00687/FUL

#### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of the development is considered acceptable given the residential character of the surrounding area.
- The design of the replacement building would not be detrimental to the character and appearance of the townscape given that the external appearance is very similar to that previously approved
- The design and appearance of the development is appropriate given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standards (NDSS) compliant
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through condition.
- Sustainability aspects can be controlled by condition

#### **5.0 CONSULTATION RESPONSE**

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

#### **6.0 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by way of direct neighbour notification letters to 13 adjoining properties. The number of representations received from neighbours, local groups including Riddlesdown Residents Association and Cllr Pollard both objecting to the scheme etc in response to notification and publicity of the application were as follows:

No of individual responses: 7    Objecting: 6                      Supporting: 1

- 6.2 Councillor Pollard (the Ward Councillor at the time the application was advertised) objected to the application on the grounds there is an excess development of site; inaccurate documentation and loss of amenity to neighbours

6.3 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

#### Objections

- Overlooking and loss of privacy
- Impact on highways safety and parking
- Out of keeping in the surrounding area
- Disruption in terms of light pollution from rear parking area
- Overdevelopment - too dense
- Flats are too small and inadequate
- Inaccurate documentation
- Loss of amenity to neighbours
- Lack of wheelchair accessible units

#### Support

- This development will provide good access to local amenities and service links for a greater number of families/residents.

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

#### 7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation

- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

## 7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM43 – Sanderstead

## 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

## 8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Trees and landscaping
6. Access and parking
7. Sustainability and environment

### **Principle of Development**

8.2 Given that there is a previous approved scheme (Ref: 17/00687/FUL) the principle of a flatted development at this site has been found acceptable in terms of character and appearance of the surrounding area and there were no other impact issues. Furthermore the new tenure of the scheme would provide 2 x three bedroomed family units which the Council is seeking to encourage.

## Townscape and Visual Impact

- 8.3 The previous approval found the provision of a flatted development in this area acceptable in terms of character and appearance of the property. There are minor changes proposed as part of the current scheme which include a small 40cm increase to the bays at the front and rear of the site; internal changes to increase the units from 6 to 7 units; and minor elevational changes to the fenestrations. The overall changes in terms of footprint between that approved and proposed is highlighted below:



- 8.4 The main differences between the approved scheme and the current scheme are increases in the overall width and the depth of the building footprint with the width of the property has increased by a 1m to 13.1m and the depth of the property has increased by 0.8m to 16.7m. Overall given the scale of the development these differences are minor in the streetscape.
- 8.5 Given the proposal is centrally located, set off the side boundaries and benefits from occupying a corner plot, the increase in width would not be out of place in this location.

The increase in depth is mainly experienced from the front of the site which has previously been found acceptable in the overall streetscene with the rear of the site only marginally in excess of the existing rear building line. Furthermore, the area is characterised by a number of large detached properties with similar footprints.

- 8.6 It is acknowledged that the proposal is located forward of the building line of the existing property. However as with the previous approval the curvature of the road, the way the existing buildings sit in a staggered fashion and the location of the proposal not sufficiently far forward prevents the proposal appearing visually overbearing or out of keeping in the streetscene.
- 8.7 As with the previous scheme the design of the building incorporates a traditional appearance and materiality in order to appear in keeping with the main streetscene and conditions have been attached to secure that materials are acceptable. There has been no change from the approved roof or eaves height to ensure the development appears in keeping within the surrounding area.
- 8.8 The previous scheme was found not to result in the overdevelopment of the site nor appear out of character. The current scheme seeks an additional unit at the site bringing the total number of units to 7. This will have an increase in the density of the development to 275 habitable rooms per hectare (hr/ha). It is acknowledged that the guidance in the London Plan suggests that in this type of area the upper threshold is 200 hr/ha.
- 8.9 However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed, and the London Plan provides sufficient flexibility for such higher density schemes to be supported. Furthermore, it is significant that the New Draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers.
- 8.10 Nevertheless the layout of the development still respects the pattern and rhythm of neighbouring development while the proposal would result in a high quality design and the proposal would not be prominent or out of scale, and the design does not detract from the character of the building.
- 8.11 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

- 8.12 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard and would contribute to the Boroughs housing need.
- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings

and an extra 1sqm for each additional unit. The larger three bed family units at the ground floor have access to private amenity space in excess of this figure, however the units on the upper floors do not have any private amenity space. The proposal has been designed to be in keeping with the surrounding area. The provision of private balconies on upper floors is not a feature of the area and there is potential for impact on the amenities of the adjoining residents. However, there is a communal space and the upper floor flats would have access to this communal garden area.

- 8.14 Since the previous grant of planning permission the local plan requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space the scheme would need to provide 20sqm based on the population yield calculator. This can be secured through a condition in regard to the landscaping.
- 8.15 There is level access to the site from the front allowing both the ground floor units to be wheelchair accessible and there is sufficient space for one of the car parking spaces to be dedicated to disabled use.

### **Residential Amenity for Neighbours**

- 8.16 The previous scheme was found acceptable in terms of impacts on the residential amenities of the surrounding properties. In regard to the differences between the approved scheme the increases in width and depth at 1m and 0.8m respectively are not noticeably different to that approved. Given the proposal is staggered around the corner the modest increase to the building line is not significant in this case nor out of keeping and would not have a significant impact on the amenities of the adjoining property.
- 8.17 With specific regard to number 2 Rectory Park, the windows in the upper floors adjoining the proposal should not have a significant impact on these bedroom windows, and again a condition has been attached to ensure that no further proposed fenestration are added to the flank elevations to ensure that overlooking is mitigated.
- 8.18 In terms of impacts on 6 Rectory Park the proposal is set approximately 20m from the flank wall with Borrowdale Drive between the properties. Given that there are no first floor windows at the proposal and the roof lights are high level it is unlikely to cause issues of overlooking from the basement and ground floor windows.
- 8.19 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location and would not be over and above that currently experienced from the site. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 8.20 In regard to the impacts on 2 Borrowdale Drive subject to suitable conditions to protect the property for the car park this was found acceptable and the current scheme would not create any additional impacts that would warrant a refusal on these grounds, and the relationship remains acceptable.
- 8.21 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased



number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

### **Trees and landscaping**

- 8.22 Subject to the previous conditions in respect to tree protection (both on site and the street tree) and replacement trees being attached to any approval the arboriculture team have again raised no objection to the proposed scheme.
- 8.23 With regard to wildlife, it is recommended that an informative is placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### **Access and Parking**

- 8.24 The location for the proposed development has a PTAL level of 1b which is considered poor. The site is served by one bus route. The scheme would provide 6 off-street parking spaces for the 7 units. There is no objection in principle, despite the proposal not meeting the 1:1 parking ratio, as the scheme would promote sustainable travel in the borough. In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.25 Vehicles will be able to enter and exit the location in forward gear. A condition is recommended to ensure that it complies with highway visibility splay standards. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.26 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Regarding cycle storage facilities it should comply with the London Plan, and would require 14 spaces. Details of this can also be secured through a suitable condition. The provision of refuse storage has been demonstrated on the plans, with collection available from the street, which is acceptable.

### **Environment and sustainability**

- 8.27 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.28 The site lies within a surface water flood and critical damage flood risk area and is sloping. Given the areas for landscaping there are opportunities for SuDS to be located in the communal areas. Officers are satisfied that these issues can be dealt with by condition.

### **Conclusions**

- 8.29 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is in general accordance with the relevant policies.

8.30 All other relevant policies and considerations, including equalities, have been taken into account.