

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 17/06344/FUL
 Location: 29 Beech Avenue, South Croydon CR2 0NN
 Ward: Sanderstead
 Description: Demolition of existing single-family dwelling and erection of one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: BX24-101; BX24-102; BX24-103B; BX24-104B; BX24-105B; BX24-106B; BX24-108; BX24-110 BX24-S1-112
 Applicant: Mr Gerasimos Stamatelatos of Aventier Ltd
 Case Officer: Robert Naylor

	1B 2P	2B 3P	2B 4P	3B 4P	3B +	Total
Existing Provision					1	1
Proposed Residential Mix		8		1		9

1.1 This application is being reported to committee because the ward councillor (Cllr Lynne Hale) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration. Furthermore, objections above the threshold in the Committee Consideration Criteria have been received.

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. No works until details facing materials
- 3. Refuse/Cycles/Boundary/Floor levels
- 4. Details of car parking
- 5. No additional windows in the flank elevations
- 6. Hard and soft landscaping to be submitted
- 7. 19% reduction in CO2 Emissions
- 8. 110L Water Restriction
- 9. Permeable forecourt material
- 10. Trees – Details in accordance with AIA
- 11. Visibility splays
- 12. Construction Logistics Plan

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

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building (inclusive of accommodation in roof-space)
- Provision of 8 x two bedroom flats and 1 x three bedroom flat fronting Beech Avenue.
- Provision of 9 off-street spaces including one disabled bay access via Beech Ave.
- Provision associated refuse/cycle stores

Site and Surroundings

- 3.2 The application site consists of a large detached house located on the north-west side of Beech Avenue. The property occupies a large plot size with a small additional access way at the rear of the site. There are no site designations.
- 3.3 The site is currently occupied by a large dwelling-house which has a traditional design. Whilst there is a varied mix of styles in the locality, the main feel of the area is two storey residential accommodation. There are currently two vehicle access points onto Beech Avenue.

Planning History

- 3.4 The most recent and relevant planning history associated with the site is as follows:
- 3.5 Planning permission was granted in April 1995 (Ref: 95/00258/P) for the erection of detached five bedroom house with integral double garage; extension of Chaseley Drive.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers can be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.

- Sustainability aspects can be controlled by conditions

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 5 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 34 Objecting: 34 Supporting: 0 Comment: 0

6.2 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:

- Overdevelopment
- Lack of parking
- Not in keeping with the surrounding area
- Noise and disturbance during construction phase
- Overlooking and loss of privacy
- Poor standard of accommodation
- Scheme is too dense
- Noise and disturbance associated with additional units
- Impacts on residential amenities
- Lack of renewable energy and electric vehicle charging points
- Loss of trees
- Impact on air quality
- Impact on the local services
- Drawings are misleading and erroneous details [OFFICER COMMENT: The applicant has made a number of amendments to correct drafting errors and errors that have been highlighted throughout the application and officers are satisfied that the information received is adequate to enable the application to be considered or determined]

6.3 The following issues were raised in representations, but they are not material to the determination of the application:

- Application not properly advertised [OFFICER COMMENT: The application was notified and re-notified in accordance with the statutory guidance]

6.4 The following Councillors made representations:

- Cllr Lynne Hale (Sanderstead Ward Councillor) –

1. An over-intensification of the site;
2. The application is inaccurate;

3. Out of character in terms of the amount of plot size it covers;
4. The general size and massing forward of the building line and is incongruous;
5. Detrimental to the amenities of neighbours by way of overlooking, loss of light and privacy; and
6. Insufficient parking adding to the already stressed parking situation in Beech Avenue

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 New Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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;
- Promoting social, recreational and cultural facilities and services the community needs
- 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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion

- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- 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
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues; and
- h) Other matters

The principle of development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

- 8.3 Sanderstead has been identified as an area of sustainable growth through the use of windfall sites to introduce more homes that respect existing residential character and local distinctiveness. The application is for a flatted development providing additional high quality homes within the borough. Furthermore the scheme would provide a replacement three bedroom unit.
- 8.4 The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.5 The proposal seeks to demolish the existing large detached dwelling-house and the provision of nine apartments – contained within a single building with a common entrance. The design of the scheme has sought to provide a large single building in a more traditional design in order to remain relatively in keeping with the vernacular of the surrounding area, being made up of a number of large detached dwelling houses. Given that the proposed development would take its access off Beech Avenue, the scale mass and overall footprint of the scheme would be acceptable and would be in keeping with its surroundings.
- 8.6 The design of the building would incorporate a traditional styled appearance consisting of a large gable to the front elevation and bay elements in order to appear in keeping with the main street-scene with appropriate materials (render, white timber framed windows and clay roof tiles which can be secured through a condition).
- 8.7 The overall height of the proposal would be similar to the adjoining properties providing an acceptable relationship between eaves and ridge heights. As with the surrounding and existing properties, the proposed building would be centrally located within the site ensuring that the development relates satisfactorily to neighbouring properties – with suitable siting within the plot.
- 8.8 The front of the site would be given over to hard-standing to allow for off street parking for the new dwellings which is generally a feature of the surrounding area. There is some opportunity for landscaping within the frontage, designed to soften the appearance of the forecourt and to help screen the car parking areas. This would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 8.9 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be in excess of this range at 232 hr/ha. 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.
- 8.10 Furthermore, it is significant that the draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve

housing numbers. Given that Sanderstead has been identified as an area of sustainable growth with some windfall site opportunity, growth will mainly be delivered through infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. The current proposal would accord with the general policy objectives.

- 8.11 Whilst the appearance of the development from the street scene would be acceptable, specification and sample of external materials (tiles, render, brick, flat roof, guttering and fascia/bargeboard) would need to be conditioned, alongside details of hard landscape materials (including car park and forecourt paving and play/exercise area surface).
- 8.12 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.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

- 8.13 The properties that are most affected are 27 Beech Avenue (to the southwest); 31 Beech Avenue (to the northeast); and 6 Chaseley Drive (west).

27 Beech Avenue

- 8.14 The front building line of the proposal has been set back behind the existing building line where it adjoins this property, providing a subservient feel to the side, albeit that the side will comprise part single, part two storeys with pitched/hipped roof structures. The proposed building would be set back 2.25 metres from the boundary and the neighbouring property is located approximately 4.0 metres off this boundary. Separation and relationships are therefore considered acceptable. Furthermore the scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows.
- 8.15 The boundary treatment between these properties consists of a close board fence with established trees, shrubs and vegetation, which should mitigate any issues of overlooking from ground floor windows. Furthermore, additional screening would be possible within a landscaping plan and can be secured by condition.
- 8.16 The flank elevation of 27 Beech Avenue contains windows at first floor and roof level which serves a bedroom and the proposal includes roof lights at the first and roof levels. These could be conditioned to be obscured glazed above 1.70m from the relevant finished floor level to mitigate actual and perceived levels of overlooking and loss of privacy. In respect to issues of loss of light, the proposal would pass the 25 degree test for the habitable room at the roof level.
- 8.17 Whilst there would be a degree of overlooking of the rear garden areas, this is not uncommon in a suburban location. 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.

31 Beech Avenue

- 8.18 As with number 27 Beech Avenue the siting of the building and its relationship with 31 Beech Avenue would pass the 45 degree BRE test. The proposed building would be set off the boundary by 2.0 metres and the adjoining property is sited approximately 9.0m off this common boundary. As with number 27 Beech Avenue, there are a number of windows in the flank elevation at ground, first and roof levels. The ground floor windows can be adequately screened through landscaping which can be conditioned. The impact on the light and outlook from these windows is considered to be acceptable. Also the scheme would again pass the 25 degree test for the habitable room at the roof level.
- 8.19 In term of the flank elevation windows proposed at first floor and roof level, these are high level windows and again can be conditioned to be obscured glazed above 1.70m from the relevant finished floor level to mitigate actual and perceived levels of overlooking and loss of privacy.

6 Chaseley Drive

- 8.20 This property is located at the rear of the site in excess of 30 metres from the rear of the proposal. The sites are separated from each other by an established vegetated boundary that screens views between the two sites. Given the separation between these properties and the significant landscaped boundary located between these properties, this relationship is acceptable.
- 8.21 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site given the proposal is for a single dwelling-house. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area.

The effect of the proposal upon the amenities of future occupiers

- 8.22 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.
- 8.23 With regard to external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm for each additional unit. Units 2, 3 and 4 at the ground floor (2 x 2 bedroom 3 person units and the 3 bed 4 person unit) would have access to private amenity space in excess of this figure. Other units would have access to communal amenity space towards the rear of the site.
- 8.24 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.
- 8.25 The local plan also 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 14.2 sqm (based on the population yield calculator). This can be secured through a condition in regard to the landscaping.

- 8.26 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.

Traffic and highway safety implications

- 8.27 The site is located in an area with a PTAL rating level of 2 which is poor but there is a bus stop at Sanderstead Railway Station to the north east (550 metres) and a further stop is located in 630m to the south east (Sanderstead/Beechwood Road). As such, the site is within walking distance of bus access (about 8 minutes) and walking distance of train access (about 10 minutes) to Purley Oaks Railway Station.
- 8.28 The scheme provides 9 off-street parking spaces that would provide a 1:1 ratio of spaces to apartments which is just below the maximum standards of the London Plan in this location. The Strategic Transport team recommend this provision would promote sustainable travel in the borough. In compliance with the London Plan, electric vehicle charging points have been shown installed in the parking area and this can be secured by way of a condition.
- 8.29 The scheme proposes a new vehicular access to the site and vehicles would be able to access and exit the site in forward gear. It is prudent to attach a condition to ensure that highway visibility splay standards are incorporated and turning heads are incorporated into the rear car parking area. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.30 Cycle storage facilities would comply with the London Plan (requiring 18 spaces), and officers are satisfied that there is capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

Impact on trees and wildlife

- 8.31 An Arboriculture Report and Impact Assessment has been submitted with the application, there are no arboricultural objections raised, subject to a condition that the development is carried out in accordance with this assessment.
- 8.32 With regard to wildlife, it is recommended for an informative to be 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.

Sustainability issues

- 8.33 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.

Other matters

- 8.34 The site is not located in any designated flood area nor in a critical drainage area. Nevertheless the applicants have submitted a Surface Water and SuDS Assessment which based on a desktop study of underlying ground conditions, infiltration of surface water runoff following redevelopment may be feasible
- 8.35 It is proposed to incorporate permeable paving as part of the parking provision. The permeable paving system has been modelled in Micro Drainage to accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. The calculations confirm that the car parking area could feasibly accommodate the required volume of runoff. This can be secured through a condition.
- 8.36 The application site is located within an Archeological Priority Zone (APZ) and as such the Greater London Archaeological Advisory Service (GLAAS) have been consulted as they provide archaeological advice to boroughs in accordance with the National Planning Policy Framework. GLAAS have reviewed the application and have concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and that no further assessment or conditions are therefore necessary.
- 8.37 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst it is acknowledged that the site could reasonably be accessed from Beech Avenue, it would be prudent to control details of construction through the approval of a Construction Logistics Plan.
- 8.38 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.39 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape 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 considered in general accordance with the relevant policies.
- 8.40 All other relevant policies and considerations, including equalities, have been taken into account.