

PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01364/FUL
 Location: 45 The Ridge Way, South Croydon CR2 0LJ
 Ward: Sanderstead
 Description: Full planning application for the demolition of a single-family dwelling, erection of a one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: BX31-S1-101; BX31-S1-102; BX31-S1-103C; BX31-S1-104C; BX31-S1-105C; BX31-S1-106; BX31-S1-107; BX31-S1-108B and BX31-S1-109
 Applicant: Mr Haris Constanti of Aventier Ltd
 Case Officer: Robert Naylor

	1B 1P	1B 2P	2B 3P	3 B 4P	5B+	Total
Existing Provision					1	1
Proposed Provision			8	1		9

Number of car parking spaces	Number of cycle parking spaces
9	182

1.1 This application is being reported to committee because the Chair of Planning Committee and the Ward Councillor (Cllr Lynne Hale) have made representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Furthermore, objections above the threshold 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. Details to be supplied for: Refuse/Cycles/Boundary/Floor levels/Child play space/lighting
- 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. Provision of M4(2) (ground floor units)
14. Time limit of 3 years
15. 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 which includes accommodation in roof-space
- Provision of 8x2 bedroom flats (fronting onto The Ridge Way) and 1x3 bedroom flat fronting onto (Morley Road).
- Provision of 9 off-street spaces including one disabled bay (access off both The Ridge Way and Morley Road).
- Provision associated refuse/cycle stores

Site and Surroundings

3.2 The application site is a large detached property located on the northern side of The Ridge Way on a fairly large corner plot at the junction with Morley Road. The surrounding area is residential, although there is a school located in close proximity to the site. The current house on the site, along with many of its neighbours occupies a relatively generous plot.

3.3 Whilst there is no distinct style in regard to the properties along The Ridge Way, the majority of properties along this section are single family dwelling-houses, generally two storeys. There is a single entrance point onto The Ridge Way, providing access to a large hard standing, forecourt area which is used for the parking of vehicles. In terms of designations, the site is located within an archaeological priority zone (APZ) and also within a critical drainage area.

Planning History

3.4 The most recent and relevant planning history associated with the site is as follows:

- Planning permission (LBC Ref 93/01245/P) was granted in September 1993 for the erection of a 6' 6" fence along the boundary of the site. This appears to have been implemented
- Planning permission (LBC Ref 94/02113/P) was granted April 1994 for the demolition of garage and porch; erection of single storey side/rear extension; front porch and access ramp; erection of attached garage.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development subject to conditions would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions would not have an adverse impact on the extent of flood risk
- Sustainability aspects can be controlled by conditions

5.0 LOCAL REPRESENTATION

5.1 The application has been publicised by 10 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: 207 Objecting: 207 Supporting: 0 Comment: 0

5.2 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:

- Negative impact on traffic and highway safety (nearby school)
- Negative impact on on-street parking
- Parking provision not adequate
- Out of character with nearby properties
- Over-development
- Three storeys is too high
- Too bulky and prominent
- The development is too dense for area
- Loss of green space/garden grabbing

- Inadequate landscaping
- Inadequate refuse and recycling
- Detrimental to the amenities of the neighbouring properties
- Division of garden out of keeping
- Impact on pollution (noise, light, disturbance etc)
- Setting a dangerous precedent
- Impact on wildlife and habitats
- Loss of light
- Provision of disabled access and units
- Increasing pressure on local services
- Restrictive Covenants preventing limiting use of the land to a single dwelling
[OFFICER COMMENT: Restrictive covenants and planning applications operate independently of one another and not a material consideration. Private covenants prohibiting certain types of use is a civil matter and not in the remit of planning control]
- Drawings are misleading and erroneous details [OFFICER COMMENT: The applicant has made a number of amendments to correct drafting errors. Errors that have been highlighted throughout the application process and officers are satisfied that the information received is adequate to enable the application to be considered or determined in a robust manner]

6.3 The following Councillors made representations:

Cllr Lynne Hale (Sanderstead Ward Councillor)

1. Over-intensification
2. Out of character with nearby properties which are of two storeys
3. Density out of character with nearby properties
4. Loss of green areas to increased hard standing
5. It would detrimental to the amenities due to visual dominance
6. Dividing the garden up out of character with neighbouring gardens

Cllr Paul Scott (Committee Chair)

Consider that the scheme raises important planning issues which should be considered by Planning Committee – those issues being:

1. Potential to meet housing need through the provision of new homes, responding to the Government's National Planning Policy Framework and the Mayor for London's housing targets
2. Massing and design of the proposed building in relation to the character of the area
3. Parking provision - potential provision of additional spaces on site without adverse impact
4. Affordable housing provision - site capable of accommodating 10+ units therefore should contribute to affordable housing provision
5. Mix of residential units - single 3 bed unit, with all 2 beds being 3 person

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;
- h) Archaeological Priority Zone (APZ); and
- i) 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 with some opportunity for windfall sites; growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness.
- 8.4 The Croydon Local Plan seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 120

sq.m. The existing unit is a 5 bed and would be significantly in excess of this floorspace threshold. Similarly, the proposed development would provide a 3 bed 4 person unit which would result in no net loss of family accommodation. The overall mix of accommodation, given the relatively small size of the site, is considered acceptable.

- 8.5 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 0 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 245 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.
- 8.6 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 opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness and this would accord with the policy aims.
- 8.7 Given that 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.
- 8.8 The requirement to deliver affordable housing is triggered on major development only (10 or more units) and officers are satisfied that the number of units proposed in this particular case is acceptable. Delivery of 10 or more units would lead to an increase in smaller 1 bed (2 person units) which would not be attractive to small families.

The Character of the Area and Visual Amenities of the Street-scene

- 8.9 The proposal seeks to demolish the existing large detached dwelling-house and replace with 9 apartments within a single unit. The scheme has been specifically designed to resemble a large detached property to reflect the character of the street-scene. The existing property is not protected from demolition by existing policies and is deemed acceptable subject to a suitable replacement designed building being agreed.
- 8.10 The Croydon Local Plan has a presumption in favour of three storey developments and given that the height of the proposal would be akin to the existing ridgeline and would be appropriate in terms of the bulk and mass, the overall approach would be acceptable. The design of the building would be traditional in form, albeit with more contemporary materials consisting of large gables to the front elevation and bay elements.
- 8.11 The proposal has been set forward of the existing front building line to align more favourably alongside the adjoining property at 43 The Ridge Way. Whilst it is acknowledged that the southern bay would be forward of this line, given its corner position, this would not have a harmful impact on the street scene. The development

would relate satisfactorily to the neighbouring rear building line (to 43 The Ridge Way) following the recently completed rear extension to this property (LBC Ref 16/00239/GPDO).



8.12 The width of the development would be appropriate, given that the scheme would be set off 3.0m from the boundary with 43 The Ridge Way and approximately 2.0m from the boundary with Morley Road. The proposed roof form would reduce the perceived mass of the development when viewed from the street, given the hipped finish.

8.13 The front of the site would be given over to hard-standing to allow for two off street parking spaces for the new dwellings which is a general feature of the surrounding area. The details of the forecourt onto The Ridge Way would reflect the arrangement of the neighbouring buildings and would be acceptable.



8.14 The proposal seeks to locate the remaining seven off-street spaces within a vehicle hardstanding located towards the rear of the site adjacent to 1 Morley Road. Given the overall scale of the development, the extent of hardstanding would not be excessive.

The site offers sufficient opportunities for soft landscaping to the front and rear as well as between the proposed development and the neighbouring property fronting Morley Road.

- 8.15 Whilst the appearance of the development from the street scene is generally acceptable, specification and samples of external materials would need to be conditioned, alongside details of hard landscape materials including car park, forecourt paving and play/exercise area surface. 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 Amenities of Neighbouring Occupiers

- 8.16 The properties that are most affected are 43 The Ridge Way; 47 The Ridge Way and 1 Morley Road.

43 The Ridge Way

- 8.17 The orientation of the proposed building would now reflect the siting of 43 The Ridge Way, which would deliver greater consistency. This would allow for a greater depth of building.
- 8.18 43 The Ridge Way has a number of windows at the ground floor level which serve a garage, utility room and kitchen (although this is dual aspect). There is an adjoining close board fence and vegetation along the boundary, which should mitigate any issues of overlooking from the rear ground floor windows. The flank elevation also contains two upper floor windows which both serve bedrooms. The bedroom to the front is dual aspect and the proposal would pass the 25 degree test for the habitable rooms at the roof level.
- 8.19 In respect to overlooking and loss of privacy, there are no windows on the flank at the first floor and the roof-lights would be high level and unlikely to be problematic in terms of overlooking and loss of privacy. Nevertheless, it is considered prudent to restrict openings on flank elevations.
- 8.20 Whilst there would be a degree of overlooking – across rear gardens, this is not uncommon in a suburban situation. 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.

47 The Ridge Way

- 8.21 In terms of impacts on 47 The Ridge Way the proposal is set approximately 20m from the flank wall of the proposed development with Morley Road between the properties. Whilst there are first floor windows and the roof lights at a high level, given the level of separation it is unlikely to cause issues of overlooking from these units.

1 Morley Road

- 8.22 This property is located at the rear of the site in excess of 35m from the rear of the proposal and the flank elevation contains no windows. Given the separation between these properties and the proposed landscaped boundary to be conditioned between these properties, this relationship is acceptable.
- 8.23 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. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Issues of car headlights can be managed through use of robust boundary screening and fencing

The Amenities of Future Occupiers

- 8.24 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.
- 8.25 With regard to external amenity space, the London Housing SPG states that a minimum of 5 square metres of private outdoor space should be provided for 1-2 person dwellings and an extra 1 square metres for each additional unit. Each of the ground floor units (including the three bedroom unit) have access to their own private amenity space. As regards to the other units most would have access to private balconies, with only Units 5 (at the first floor) and 8 (on the second floor) not having any private amenity space. However, there is a communal space and the upper floor flats would have access to this communal garden area – with all residents having safe and convenient access into the rear communal garden area.
- 8.26 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 square metres, based on the projected number of children present on site. This can be secured through a condition in regard to the landscaping.
- 8.27 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. The London Plan states that developments of four storeys or less require this provision to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint in order that the scheme remains in keeping with the surrounding area, it is considered that one of the ground floor units should be M4(2) adaptable. This has been added as a condition.

Traffic and Highway Safety Implications

- 8.28 The Public Transport Accessibility Level (PTAL) rating is 0 which is worst PTAL rating. The scheme seeks to provide 9 off street parking bays. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit, although residential parking standards should be applied flexibly.

- 8.29 The provision of 2 spaces is a maximum provision and a 1:1 ratio would be more in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets. The applicant has provided a Transport Statement covering trip generation associated with the residential development as part of the application. The TRICS (Trip Rate Information Computer System) exercise undertaken predicts that only 3 two-way vehicle movements can be expected to be generated by the proposed development during both the AM and PM peak hour period. The impacts of such small increases in traffic will be readily accommodated on the local highway network and are not expected to discernibly alter existing accident rates or their severity.
- 8.30 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. Officers are satisfied that this level of off street car parking should help in the promotion of more sustainable travel. 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.
- 8.31 The proposal will provide a new vehicular access to the site and vehicles would be able to access and exit the site in forward gear. Splays are proposed to ensure high levels of highway inter-visibility. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.32 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

- 8.33 An Arb Report and Impact Assessment has been submitted with the application; the Council's tree officers are satisfied with the proposed approach, subject to a condition that the development should be carried out in accordance with this assessment.
- 8.34 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

- 8.35 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.

Archaeological Priority Zone (APZ)

- 8.36 As part of the application Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application. They have indicated that although it is situated in an APZ, given the scale of the development and the proposed unit largely

overlying the footprint of the existing building, they would not be any recommendation for archaeological works.

Other Matters

- 8.37 The site is not located in any designated flood area, however the scheme is located within a critical drainage area. The applicants have submitted a Flood Risk Assessment (FRA) which based on a desktop study of underlying ground conditions, infiltration of surface water runoff following redevelopment may be feasible
- 8.38 To mitigate any residual risk of flooding, the FRA indicates that flood resilient construction techniques should be incorporated into the proposals and in order not exacerbate the risk of surface water flooding, surface water drainage arrangements for the redeveloped site should be in accordance with national and local policy requirements and should ensure that there is no increase in flows of surface water runoff when compared with the existing site. Given the areas of hardstanding to be utilised as parking areas, permeable paving system should be incorporated as part of the scheme. This should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.
- 8.39 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway, particularly given the location of the nearby school. As such it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along The Ridge Way.
- 8.40 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

- 8.40 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.
- 8.41 All other relevant policies and considerations, including equalities, have been taken into account.