

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 12/01129/FULL1

Ward:
Crystal Palace

Address : Anerley School For Boys Versailles
Road Penge London SE20 8AX

OS Grid Ref: E: 534178 N: 169925

Applicant : Taylor Wimpey UK Ltd

Objections : YES

Description of Development:

Conversion of roof approved under application ref 09/02881 to provide eight additional flats (2 x 1 bed, 4 x 2 bed and 2 x 3 bed) together with increase in heights of access cores at west and east ends of approved building.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Metropolitan Open Land

Proposal

The application proposes to convert the roof space of one of the approved blocks of flats indicated as Block D on the submitted site plan. The proposal would provide eight additional flats (2 x 1 bed, 4 x 2 bed and 2 x 3 bed) and also includes an increase in the heights of access cores at the west and east ends of the approved building.

Block D forms part of the wider residential redevelopment of the former Anerley School for Boys which was approved in two phases. The first phase consisted of Blocks A, B and C and has been completed and is now occupied. Phase 2 consists of Blocks D and E and comprises of 88 units, work is underway on site for the construction of Blocks D and E. Block D has planning approval for 56 flats.

The proposed development would not alter the ridge line of the approved building but would necessitate the slight raising of the lift and stair cores at either end of the building. These alterations would enable the access to the floor space, with a central corridor together with a small narrow infill between the hipped roof ends and the raised core. A combination of dormers and rooflights are proposed together with private terraces for each of the flats to provide light and aspect to the new flats in a similar manner to those on the existing flats located within Block A.

During the course of the application the applicant submitted additional information to clarify the current parking provision within the site.

Location

The application site is located within the residential redevelopment of the former Anerley Boys School in Versailles Road. Block D is located broadly west-east across the phase two site and comprises of a four storey building with a pitched roof over a basement car park.

Versailles Road and Madeline Road form a loop running south from Anerley Road, Versailles Road comprises substantial semi-detached Victorian dwellings, some of which are converted into flats, whilst Madeline Road is more mixed in appearance with generally smaller and more modern dwellings.

A railway line runs north-south to west of site, with predominantly Victorian houses beyond in Croydon Borough. Orchard Lodge remand centre comprising buildings up to four storeys in height is to east of site. The site is located within Metropolitan Open Land (MOL) and has a Public Transport Accessibility Rating of 4.

Comments from Local Residents

- The lack of parking provision for these flats is only going to make the situation worse. Madeline Road and Versailles Road are already extremely congested with parked vehicles.
- The development already dominates the area with the existing buildings being substantially larger than the school

Comments from Consultees

The adjoining authority, London Borough of Croydon raises no objections to the proposal.

From a drainage perspective, no technical objections are raised.

In terms of environmental health issues, an informative is suggested to ensure compliance with the control of pollution. The glazing and insulation specifications should be the same as those used in the existing approved development to ensure adequate protection from noise.

From a highways planning perspective, given the addition of provisional parking bays within the development and the overall parking on the site, no technical objections are raised.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

BE1 Design of New Development

- G2 Metropolitan Open Land
- H1 Housing Supply
- H7 Housing Density and Design
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance 1 and 2

London Plan

- 3.3 Increasing Housing Supply,
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable drainage
- 7.3 Designing Out Crime
- 7.4 Local Character

National Planning Policy Framework 2012.

Planning History

Under planning application ref. 06/02436, outline planning permission was granted at appeal for a four storey block with accommodation in roof (Block A), four storey block with basement car park for 25 cars (and bicycle parking) (Block B) and three storey block with accommodation in roof (Block C) comprising 129 flats (48 studio/58 one bedroom/4 two bedroom/11 three bedroom and 8 four bedroom flats) and 70 surface car parking spaces. Widening of the 2 existing vehicular accesses and formation of pedestrian access.

Under planning application ref. 07/04649, details of the design and external appearance of blocks A, B and C pursuant to outline permission 06/02433 were approved.

Under planning application ref. 08/01690, outline permission was granted at appeal for a four storey block with basement car park for 33 cars and bicycle parking (Block D) and four storey block (Block E) comprising 92 flats (32 studio / 28 one bedroom / 13 two bedroom / 19 three bedroom) and 23 surface car parking spaces and formation of vehicular and pedestrian access.

Under planning application ref. 09/02881, details of the appearance, scale and landscaping pursuant to condition 1 of the outline permission reference 08/01690 were approved.

Under planning application ref. 09/02881, permission was granted for a minor material amendment for elevational alterations, changes to the internal layout to the flats and a revised footprint of the basement and access ramp.

Conclusions

The main issues in this case are whether the current amendments to the approved development proposals would result in an overdevelopment of the site, whether they would adequately protect the amenities of adjacent residents in terms of light, privacy and outlook, whether the proposal would harm the character and appearance of the area, the openness of the Metropolitan Open Land and the street scene in general and whether the development would result in increased on street parking detrimental to highway safety.

The proposed building form as a result of the alterations would be of a similar design and appearance to the approved development at Block A which has now been completed. Block A (Isis House) also comprises of a four storey building with accommodation in the roof, although the stair and lift core is central to that building rather than at the ends. The ridge line of the approved building, its overall footprint in terms of site coverage together with the lower floors would not change as a result of the proposals. The separation between Block D and the existing blocks which are now completed would be retained. The proposed development reflects the prevailing form of development surrounding the site and appears to be accommodated satisfactorily within the street scene. In terms of density, the additional flats would result in an increase from 117 dwellings per hectare for the Phase 2 site to 122 dwellings per hectare and this is unlikely to undermine current Policy. The proposal is therefore considered to respect the scale, form and layout of the area, as required by Policy BE1 and would not constitute an overdevelopment of the site.

The eight additional flats proposed are considered to have a reasonably acceptable room layout. Natural light and amenity space is provided, and the flats are compliant with the Minimum Space Standards For New Residential Development contained within Policy 3.5 of The London Plan.

In terms of the amenity of the local residents, the proposal maintains adequate distances between the surrounding properties and appears to have a minimal impact on the immediate neighbours, given the general pattern of development in the area.

With regards to the impact of the proposed development on the Metropolitan Open Land, the application site forms the roof void of an existing approved block of flats which is now under construction within the second phase of a larger development. Therefore the principle of developing the site for residential purposes, with ancillary amenity space was accepted when outline planning permission was granted. The Appeal Inspector stated when granting approval for the redevelopment of this site that it did not 'meet any of the criteria for designation as MOL.' and concluded that the reduction in the openness of the MOL would be very limited. The addition of eight new flats would not result in an increase in the overall footprint of the building and it is therefore considered on balance that the proposed conversion of the roof space would not have any significant detrimental impact to the openness of the MOL. The design of the scheme is considered to optimise the potential of the site to provide additional residential accommodation in accordance with London Plan and Unitary Development Plan Policies.

In terms of car parking, the development is within an accessible location close to Crystal Palace and Anerley stations. Four additional car parking spaces are proposed to be located close to Block D to serve the additional flats. The applicant provided additional information during the course of the application to clarify existing parking levels on site. It is considered therefore on balance that the proposal would not result in any significant harm to the area in terms of on street parking demand or highway and pedestrian safety, compliant to Policies T3, and T18.

The proposal would accord with the objectives of the National Planning Policy Framework which encourage sustainable development.

As part of the original development proposals, the applicants provided a unilateral undertaking to provide 56.7% of the total number of habitable rooms for affordable housing, an education contribution of £91,176 and a health care contribution of £861 per dwelling. The increase in the number of units would result in a further requirement for an educational contribution and this should be subject to an amended unilateral undertaking.

Accordingly, on balance, the proposal when taking into account the above would appear to be acceptable without resulting in unduly harmful detriment to the local residential and visual amenities of the area.

Background papers referred to during production of this report comprise all correspondence on files refs. 06/02436, 07/04649, 08/01690, 09/02881/DET, 09/02881/MATAMD and 12/01129, excluding exempt information.

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC04 | Matching materials |
| | ACC04R | Reason C04 |

Reasons for permission:

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H12 Conversion of Non Residential Buildings to Residential Use
- T1 Transport Demand
- 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 relationship of the development to adjacent property
- (c) the character of the development in the surrounding area and the impact on existing buildings
- (d) the impact on the openness of the MOL
- (e) the impact on the amenities of the occupiers of adjacent and nearby properties
- (f) the light and outlook of occupiers of adjacent and nearby properties
- (g) the privacy of occupiers of adjacent and nearby properties
- (h) the safety of pedestrians and motorists on the adjacent highway
- (i) accessibility to buildings
- (j) the housing policies of the development plan
- (k) the urban design policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 You are advised that this application is considered to be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). The Levy will appear as a Land Charge on the relevant land with immediate effect.

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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