



Chief executive's department

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Your Ref:

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Date: 09/05/2017

Dear Ms Paget

TOWN & COUNTRY PLANNING ACT 1990 (as amended)
PRE-APPLICATION ENQUIRY

At: 43 BELLENDEN ROAD, LONDON,
SE15 5BB

Proposal: Re-development of site: Wholly residential development to provide 1x1 bedroom, 5x2 bedroom and 3x3 bedroom houses

I write in connection with your pre-application enquiry received on 21/03/2017 regarding a scheme to redevelop the site above. This letter summarises the council's written advice on your proposal and whether, based on the details submitted, it meets local planning requirements

Planning Policy

The statutory development plan for the borough comprises The London Plan (2016); The Core Strategy (2011) and saved policies from the Southwark Plan (2007).

The site is located within the:

Urban Density Zone
Air Quality Management
Area
Peckham and Nunhead Action Area
Critical Drainage Area
Controlled Parking
Zone

The property is located just outside Holly Grove Conservation Area to the south. There are, however, no listed buildings in the vicinity of the site that would be affected.

Other key material considerations

The National Planning Policy
Framework

Land Use

The existing property contains a photography studio (B1 use) and an associated residential flat (C3 use) that in the officer's report of the application (05/AP/0190) was described as ancillary to the use of the studio and not self contained.

Following the proposed development the B1 use of the site would be lost, as a fully residential development has been proposed. To some extent, a residential use has been established on site. Furthermore, Policy 1.4 of the Southwark Plan does not apply as the property does not have direct access onto a classified road, it is not located within Central Activities Zone, Strategic Cultural Area, Town and local centre, Action area core or Camberwell Action Area. The principle of proposed residential development therefore aligns with Southwark Council policies.

Access and site layout

The proposed vehicular access route into the site from Bellenden Road is considered appropriate as it is an existing access point.

There are some concerns regarding the proposed access further into the development that currently is indicated as 'communal mews courtyard'. The further access point would be a gap at ground floor level created by the building form extending over at first floor level. A communal bin store has been proposed to the side of this access point and a gate would be installed to ensure security within the development. It is envisaged that due to all of the refuse bins located in this enclosed space, this gateway would not be a pleasant space to use in the future. It is therefore suggested that the location of refuse bins be re-considered.

Otherwise, the proposed site layout is logical as the communal mews courtyard would ensure separation between the facade of the new proposed units and on the other side of the site the building line would be located on the boundary with the school, which is an established relationship. The proposal, due to its configuration, would take advantage of the sun path and would maximise natural daylight as well as in general would result in good outlook from proposed windows.

Detailed design

Though detailed floor plans have been submitted, apart from sketches of proposed elevations, actual elevational drawings have not been submitted. The comments on design of the proposal are therefore proportional in detail to the information submitted.

Two options have been proposed, one more traditional in appearance and one more modern. It was established and agreed in the pre-application meeting that the more modern option would be preferable as it would add interest to the site, but would follow established lines. As such, even though it would not be similar in appearance to the properties within the vicinity of the site, it would not detract from the character of the area and would not have a negative impact on the setting of the nearby conservation area.

It was noted that positioning an entrance door associated to Apartment 01 within the front facade would be a positive element as making the front facade as detailed and active as possible would be crucial.

Concerns in the meeting were discussed in relation to the overhanging first floor element on the south side of the site that would create the access point into the development. The visual appearance of this element was questioned, together with the impact on amenity of adjoining occupiers as a large blank wall would be constructed on the boundary with the rear gardens of the adjoining terraces. However, it was established that this element already exists on site. In principle, therefore the concern is lessened, however, further detail in regard to its appearance in the context of the proposed development and the surrounding properties would have to be submitted as part of the full application.

Some detail regarding materials and external appearance of the proposal has been submitted, but it was understood that the information submitted is just an indication of what would be proposed and does not include the final set of materials. While in general the proposed design detail is acceptable, some of the suggested materials, such as timber cladding for the enclosed balcony type structures on the north elevation are questioned.

Density

The proposal is estimated to have a density of 656 habitable rooms per hectare in the Urban Density Zone, which is within the expected density range of 200 to 700 set out within Core Strategy Policy 5. The proposed density is acceptable by virtue of the proposed number of habitable rooms being within an acceptable range in accordance with policy.

Housing Quality

Based on density calculation and the submitted floor plans, it is considered likely that the number of units proposed on site would be achievable. However, there are some concerns about the internal configuration of some of the units.

Firstly, some of the bedrooms within proposed units are shown as double bedrooms, while size wise they would only be able to accommodate a single bed. This is specifically problematic for Apartment 08, where both bedrooms would be single bedrooms.

Secondly, the lower ground floor rooms associated to House 04 and 05 would not have any outlook. Each house would have a bedroom located in the basement that would only be served by rooflights, which is contrary to Residential Design Standards.

Thirdly, House 04 and 05 would have internal garages located on the ground floor with an adjacent bedroom.

The garages are not considered to be large enough to accommodate a car, and the amount of space to maneuver in and out of the garages is questioned. Furthermore, as the property is located in an area with a high PTAL, the preference would be for a car-free development. With these factors in mind, it is considered that the internal layout of the houses could be reconfigured to achieve a higher quality internal accommodation. The basement level may not be necessary and with the loss of the internal garages a kitchen and living space could be located on the ground floor level in order to make the unit appear more active from the communal courtyard space.

Furthermore, removal of the internal garages would eliminate the need to create a driveway that currently is defined as 'communal mews courtyard'. If the proposal was submitted in its current form, the communal mews courtyard would not be counted towards the communal outdoor amenity space as it would be used primarily for the movement of vehicles. With the removal of the garages, therefore, this driveway could be landscaped and actually used as communal outdoor space. This would make the development more attractive for the future occupiers and any issues with unregulated parking along the driveway would be removed.

In terms of outdoor amenity space, some of the flats would have access to larger private outdoor amenity space than the proposed family units. This indicates that the available space has not been used to its full potential. Priority would be for family units to have largest outdoor amenity space, and then if possible, flats should have private amenity space too. It is therefore recommended to reconsider the overall configuration of proposed units to take into account the most efficient and effective way of allocating private outdoor amenity space.

Amenity impacts

The proposed site layout and massing is unlikely to have a harmful impact on neighbouring occupiers in terms of daylight/sunlight, overlooking and outlook. In relation to the nearby school, the proposed building line would be similar to existing. However, it is noted that currently the property is used as a photography studio whereas the future use would be residential. While in principle it is considered that both future uses would co-exist well, it is noted that issues related to overlooking were raised during the planning application process for the new school. As a result, a condition has been attached to the decision stating that the windows facing the nearby property associated to the first floor south corner classroom and stairwell would have to be obscure-glazed. This would therefore remove overlooking concerns at first floor level. At second floor level the proposed facade would be removed from the boundary, so in principle it is envisaged that overlooking issues would not be caused. However, the applicant is encouraged to submit plans that would clearly set out the relationship between the proposed development and the proposed school, in terms of distance between both facades, location of windows and angles of views that would occur.

It may be necessary to consider locating non-habitable rooms towards the rear of the units at ground floor level in order to eliminate overlooking.

To the other side of the site, a sufficient separation of approximately 20m would be created between the newly proposed units and the existing buildings along Highshore Road.

The proposed development would be similar in height to existing structure on site and it would occupy a narrower footprint than the existing building. It is therefore considered that it would not cause result in overshadowing or reduction in day light that does not already exist.

Transport and servicing issues

Car parking

The proposal would provide 5 car parking spaces, however, in light of the matters discussed above, it is considered that insufficient justification for providing such a high level of off-street parking spaces in an area with a PTAL score of 6a. The preference would be for the development to be car-free with provision of car club membership for a minimum of 3 years for each eligible adult.

Cycle parking

The submitted proposal would provide 14 residential cycle parking spaces which equates to 2 cycle spaces per unit, which is acceptable. However, further details regarding the appearance, access to and security of the cycle storage should be submitted as part of the full application.

Flood risk

The site is not situated within a Flood Risk Zone, however, it is located within a Critical Drainage Area. Considering that works would be carried out to create a basement level, a basement impact assessment as well as drainage strategy would have to be submitted with the full application. Further information is available on Southwark Council website:

http://www.2.southwark.gov.uk/info/100006/environment/3931/developers_guide

Archaeology

The site is not in an archaeological priority zone but does directly adjoin Peckham Village archaeological priority zone.

Bat activity

Bat roost assessment should be undertaken before submission of a full application in order to determine whether there are any bat roosts located within the property that would be affected by proposed development.

Planning obligations (S.106 undertaking or agreement)

Planning obligations may be required to offset the negative impacts of any development on the site. The Council's SPD on S106 Planning Obligations (2015) sets out the general expectations in relation to the type of obligations that will be sought. Depending on the final proposal, contribution due to lack of outdoor amenity space or necessity to ensure car-club membership may be required. Draft Heads of Terms should be submitted in accordance with the SPD as part of any formal application and are required for the purposes of validation.

Community Infrastructure Levy

This development will be subject to the Mayoral CIL and Southwark CIL. The charge will be calculated according to the amount of new floor space the development will provide. The chargeable rate for Southwark is

£35 per square metre under MCIL and £50 per square metre of residential floorspace for SCIL (both subject to indexation). It is necessary to complete a 'Planning Application Additional Information Requirement Form' to determine the amount of chargeable floorspace on the site and submit this with any formal planning application on the site. The amount to be paid is calculated when planning permission is granted and it is paid when development starts. Further details about the CIL can be found using the links below.

A question regarding CIL charging schedule changes was raised in the meeting. The consultation process for proposed schedule has ended, it is anticipated that the new schedule would come into effect towards the end of the year.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

<http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11>

Conclusion

The proposal is considered to be acceptable in principle and it is considered that the proposed number of units would be deliverable on site. However, in its current form the proposal would not be fully acceptable as only limited information regarding design has been submitted and internal accommodation would have to be re-configured to meet Residential Design Standards. Furthermore, the gateway and provision of parking would also have to be reconsidered to achieve the most optimal solution.

List of documents required at application stage

- Completed planning application form;
- Planning application fee;
- Site location plan;
- Existing and proposed plans, elevations and sections to a stated metric scale; each drawing must include a scale bar;
- Design and access statement;
- Completed CIL form;
- Basement impact assessment and drainage strategy;
- Bat roost assessment.

This advice is given to assist you but is not a decision of the Council. Further issues may arise following a formal planning application, where a site visit and public consultation and consultation with statutory consultees would be undertaken.

Please accept this letter as the closure of your current enquiry.

Yours sincerely

Simon Bevan
Director of Planning