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ORDNANCE SURVEY PLAN
THE WARREN, THE GREEN CR0 9AL
SHEET SIZE : A4
CLIENT: MR TYLER DATE: MAY 2017
JOB NUMBER: 3487
DRAWN: H. RICHARDSON
L.P.R DESIGN TEL: 01883 627 634

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

Ref: [17/02404/FUL](#) (*Link to associated documents on Planning Register*)
Location: The Warren, 1 The Green
Ward: Heathfield
Description: Erection of three, 4 bedroom detached houses with garages.
Formation of new vehicular access onto The Green and provision of associated refuse storage
Drawing Nos: Ordnance Survey Plan; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL; Proposed Street Scene; Proposed Materials; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL Side elevations, rear elevation and proposed roof plans; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL Amended Proposed site plan.
Applicant: Mr & Mrs Tyler
Agent: Lee Richardson, Firs Lodge, Firs Road, Kenley, CR8 5LD
Case Officer: Dan Hyde

- 1.1 This application is being reported to Planning Committee because objections above the threshold in in the Committee Consideration Criteria have been received.

2 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) The proposal to be in accordance with the approved plans
- 2) Construction Logistics plan to be submitted and approved
- 3) A Sustainable Urban Drainage System to be submitted and approved
- 4) The landscaping to be in completed prior to occupation of the dwellings and to be maintained as such for a minimum of 5 years
- 5) Condition to remove permitted development rights from all of the dwellings
- 6) No side windows to be inserted into the north east and south west elevations
- 7) 110 litres of water used per person per day
- 8) Carbon dioxide reduction of 19%
- 9) To complete the proposal in 3 years of the date of the permission
- 10) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy liability informative

- 3) Natural England standing advice
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.2 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- Erection of 3 two storey 4 bedroom dwellings and associated landscaping
- Vehicle access created from The Green down the north western boundary
- All 3 dwellings would have a garage and off street parking space
- Refuse and cycle parking provision

Site and Surroundings

- Residential in character
- Properties surround the site are of varying designs and sizes
- Character is largely terraced dwellings on Charlwood and Crofters Mead
- The land levels on site fall from north west to south east
- The site is not subject to any designations as identified in the Croydon Local Plan Policies Map
- The site is subject to Flood Risk 1000yr Surface Water Area and Critical Damage Area.

Planning History

- The following planning decisions are relevant to the application:
 - 17/00783/PRE: Pre-application request for the erection of 3, 4 bedroom dwellings and associated vehicle access and landscaping

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would not have a detrimental impact on the street scene given the changes in land levels and use of suitable materials and a design that respects the surrounding area. As is no clear design precedent to follow in the area, the design of the scheme is acceptable.
- The proposal would accord with the Technical Housing Standards – Nationally Described Space Standards, and would have acceptable living conditions for the future occupiers.
- The proposal would not prejudice highway safety or the parking situation in surrounding streets given the acceptable levels of parking that is proposed on site.

- There would be no harm from the proposal on the neighbouring occupiers given location of windows not directly facing into other neighbouring occupiers windows, the separation distances to surrounding properties, utilising the changes in land levels and appropriate boundary landscaping.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 14 Objecting: 14 Supporting: 0

- 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:

Summary of objections	Response
Overdevelopment of the rear garden	The proposal would leave an acceptable amount of amenity space for the occupiers of the new dwellings. Whilst providing adequate parking and acceptable sized units, the garden is more than large enough to allow for this level of development in an already dense area.
Detrimental impact on the character of the area	The design of the proposal respects the surrounding area, and there is no clear precedent of design to adopt with the proposal considering the location of the site and the varied mix in design of surrounding buildings.
Vehicle entrance would cause safety hazard for vehicles	The site plan has shown adequate visibility splays that will allow for safe exit of the application site.
Increase in noise and pollution	Whilst there may be an increase in noise and air pollution during construction, this can be controlled through a construction logistics plan. The increase in noise and air pollution when the dwellings are occupied will be negligible and would not increase the overall noise heard in the estate as it is currently.
Impact on neighbouring occupiers	It is not thought that there would be a detrimental increase in overlooking, loss of light or outlook to neighbouring occupiers. There would be no windows facing directly to one another, acceptable separation distance between neighbouring occupiers, reasonable boundary treatments and a condition will be added to ensure no side windows can be

	inserted post decision and removing permitted development rights.
Poor parking provision	The proposal has adequate parking provision on site and is in accordance with the London Plan and Policy T8 of the Unitary Development Plan (Saved Policies).
Traffic issues during construction	A construction logistics plan will be submitted prior to the commencement of development which will ensure construction vehicles will not harm the flow of traffic in surrounding roads.
Alternative arrangements could be sought	The Local Planning Authority has to determine applications as submitted.
No solar panels included	A condition has been included to ensure a 19% reduction in carbon dioxide, which can include solar panels.
Foxes displaced	Foxes are not a protected species, but an informative will be included referencing the Natural England standing advice.
Security concerns	The boundary treatments are considered appropriate to ensure the surrounding dwellings and the proposed dwellings are secure from intruders.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

- 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: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.
- 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:
 - Requiring good design.
 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions
- The main policy considerations raised by the application that the Committee are required to consider are:
- Consolidated London Plan 2015 (LP):
 - 3.5 on Quality and design of housing developments

- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture
- Croydon Local Plan: Strategic Policies 2013 (CLP1):
 - SP1.2 Place Making
 - SP2.1 Homes
 - SP2.6 Quality and Standards
 - SP4.1 & 4.2 Urban Design and Local Character
 - SP6 Waste and Climate Change
 - SP8.15 Parking
- Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):
 - UD2 Layout and Siting of New Development
 - UD3 Scale and Design of New Buildings
 - UD8 Protecting residential amenity
 - NC4 Woodland Trees and Hedgerows
 - T8 Parking
 - H2 Supply of New Housing
- There is relevant Supplementary Planning Guidance as follows:
 - SPD2 Residential Extensions (LBC)
 - Technical Housing Standards – Nationally Described Space Standards

7.1 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017 and the examination took place in May/June this year. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8 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. Residential amenity
 4. Amenities of future occupiers
 5. Parking and cycle storage
 6. Waste and refuse

Principle of development

8.2 The principle of backland development within the borough is well established. Whilst it may not be in the local vicinity, this site is a unique site in the area where backland

development is possible. Therefore it is considered that the principle of development is acceptable, subject to other material considerations below.

Townscape and visual impact

- 8.3 The proposed dwellings would change the appearance of the surrounding townscape. However, the design of the proposed dwellings are sympathetic and do not introduce any design features at odds with the surrounding area and the use of brick is supported. Given the variety of properties in the immediate locale, the appearance of the dwellings is considered to be acceptable given the location of the site and its unique characteristics and would not have a detrimental impact on the townscape.

Residential amenity

- 8.4 The proposed dwellings would be angled within the site in order to avoid windows directly facing onto one another. This has been able to reduce the potential impact from the proposal on the neighbouring occupier's residential amenities. Furthermore, the residents on Charlwood that would be most affected would be at a higher level than the proposed dwellings, to such an extent there would not be a detrimental impact on the occupiers amenities. In addition, there would be appropriate screening along this north western boundary to mitigate for some of the noise created from vehicular traffic and from overlooking. Moreover, there is a reasonable separation distance between the proposed dwellings and those on Charlwood, the smallest of which is 15m.
- 8.5 The occupiers to the south west of the site would be partially affected from the proposal, the occupier of most sensitivity being no. 36. The land levels on site fall in such a way that results in no. 36 being lower than application site. However it is considered that a separation distance of 20m is significant enough to not warrant a detrimental impact from the proposal on the occupiers of no. 36.
- 8.6 In relation to the occupiers to the south east of the site, there would be large separation distances to the neighbouring properties. Whilst the land level changes may increase the potential harm, the fact that the dwellings are well separated in some cases over 20m this is mitigated and there is no direct window to window conflicts. In addition, due to the land levels there would be no overlooking from the properties in Crofters Mead into the site itself. The closest relationship here would be 12m from the furthest north proposed unit and the existing dwelling east. However, any overlooking here would be to a side window and would not be directly facing the proposal, therefore this relationship is considered to be acceptable.

Amenities of future occupiers

- 8.7 All of the proposed units would be dual aspect and therefore allow a reasonable amount of light into the units which is supported.
- 8.8 All of the units proposed would be 4 bedrooms provided over 2 stories, with the capability of housing 7 people. This size of accommodation requires 115m², whilst the proposed units would be 148.8m², therefore exceeding the requirements under the Nationally Described Technical Housing Standards.
- 8.9 All 3 dwellings would have private amenity space to the rear with appropriate boundary treatments to ensure this space is indeed private. There are also small

amenity spaces to the front. The private amenity space provided is considered to be acceptable and large enough to accommodate for the dwellings

Parking and cycle storage

- 8.10 The site has a Public Transport Accessibility Level of 2, which is considered low. However the scale and nature of the development is such that is likely to have a negligible impact on the surrounding highway network. In total 3 garages are proposed with space in front for an additional car; this is acceptable given the relatively poor public transport accessibility and the scale of the development. Access to the dwellings through the new side road is a sufficient width to allow access for emergency vehicles. Visibility splays have been shown on a plan to allow for safe exit and entry to the site, and it is clear that vehicles will be able to exit the site in forward gear.
- 8.11 In relation to cycle store provision, 2 have been provided for each dwelling, this brings the development in line with the London Plan and is therefore acceptable.

Waste and refuse

- 8.12 All units would be served by bin stores close to the entrance of the site, requiring the residents to bring their bins to the bin store on collection day. The location of the bin store is acceptable and is also covered and secure.

Flooding

- 8.13 The site is subject to Flood Risk from surface water in 1 in 1000 year events, this is considered to be a low risk of flooding. The proposal is seeking to incorporate permeable paving for the hard landscaped areas, new planting along the north west, south west and south eastern boundaries and a reasonable proportion of the site being laid to lawn. It is therefore considered that the proposal incorporates reasonable surface water flood risk mitigation measures.

Conclusions

- 8.14 It is recommended that planning permission should be granted for the proposal, as it would not have a detrimental impact on the townscape or the visual amenity of the area. The proposal would not have a detrimental impact on the amenities of neighbouring occupiers due to significant separation distances, boundary landscaping and no direct window conflicts. The proposal would provide acceptable car parking and cycle storage and waste and refuse storage.
- 8.15 All other relevant policies and considerations, including equalities, have been taken into account.