

**PART 6: Planning Applications for Decision**

**Item 6.3**

**1 APPLICATION DETAILS**

Ref: [16/03094/P](#) (*link to relevant documents on the Planning Register*)  
 Location: 1 Reddown Road, Coulsdon, CR5 1AN  
 Ward: Coulsdon East  
 Description: Alterations; conversion to form 4 two bedroom and 2 one bedroom flats; erection of basement and side extensions and dormer extension in front roof slope; alterations to vehicular access, provision of associated cycle and car parking; provision of bin store.  
 Drawing Nos: 03799-MH100 Rev A, 03799-MH101 Rev E, 03799-MH102 Rev E, 03799-MH103 Rev F, 03799-MH104 Rev E, 03799-MH105 Rev G, 03799-MH106 Rev A, 03799\_MH107 Rev B  
 Applicant: Mr Broad  
 Agent: Mr Drew  
 Case Officer: Dan Hyde

- 1.1 This application is being reported to committee because the ward councillor (Cllr Maragret Bird) made representations in accordance with the Committee Consideration Criteria and requested Committee Consideration and objections above the threshold in the Committee Consideration Criteria have been received.

**2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 2.1 The proposed conversion would be acceptable in principle and would provide adequate accommodation for future occupiers.
- 2.2 The development would not harm the street scene, the amenities of the adjoining occupiers or parking arrangements on site.

**3 RECOMMENDATION**

- 3.1 That the Committee resolve to GRANT planning permission.
- 3.2 That the Director of Planning & Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1) The works shall be carried out wholly in accordance with the submitted plans
- 2) A landscaping plan should be submitted and implemented
- 3) Visibility splays should be submitted and implemented
- 4) Matching materials to be used
- 5) Commence the development within 3 years of the date of this decision
- 6) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

## **Informatives**

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

## **4 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 4.1 The applicant seeks full planning permission for the:
- Alterations and conversion to form 4 two bedroom and 2 one bedroom flats;
  - Erection of basement and side extension;
  - Dormer extension in front roof slope;
  - Alterations to vehicular access;
  - Provision of associated cycle and 4 car parking spaces;
  - Provision of bin store.

### **Site and Surroundings**

- 4.2 The application site lies on the south eastern side of Reddown Road and is currently occupied by a two storey detached property sited on the corner of Reddown Road and Fairdene Road. The land levels on site fall from north east to south west.
- 4.3 The surrounding area is residential in character and comprises detached, semi-detached, terraced and flatted properties within various sized plots. The application site is of a unique architectural style to the surrounding properties and is set in a prominent location.
- 4.4 There is Archaeological Priority Zone constraints affecting the application site.

### **Planning History**

- 4.5 There is no planning history on the site.

## **5 CONSULTATION RESPONSE**

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 Historic England submitted a representation stating that there was no archaeological requirements were needed.

## **6 LOCAL REPRESENTATION**

- 6.1 The application was publicised on 7/7/2016 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: 13      Objecting: 13      Supporting: 0

6.2 The following local groups/societies made representations:

- The East Coulsdon Residents Association [objecting]

6.3 The following Councillor made representations:

- Councillor Margaret Bird [objecting]

6.4 Amendments to the application were received through the application process; the application was re-advertised in the same locations as the first site notices. The number of representations received from neighbours, local groups etc in response to notification and publicity of the amendments were as follows:

No of individual responses: 3      Objecting: 3      Supporting: 0

6.5 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

### **Objections**

- Overdevelopment of the site
- Loss of privacy to the neighbouring occupiers
- Detrimental to the street scene
- Substandard accommodation
- Noise and disturbance during construction
- Impact on flooding
- Infrastructure incapable of handling development
- Impact on parking

## **7 MATERIAL PLANNING CONSIDERATIONS**

7.1 The main planning issues raised by the application that the committee must consider are:

1. The impact of the proposed development upon the character and appearance of the surrounding area and original building.
2. The impact of the proposed development on the amenities of adjoining occupiers.
3. The amenities of future occupiers of the site.
4. The impact of the proposed development on the parking arrangements on site
5. Other matters

### **The impact of the proposal upon the character and appearance of the surrounding area and original building**

7.2 London Plan 2011 policies 7.4 and 7.6 state that new development should reflect the established local character and should make a positive contribution to its context.

Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies 2013 require development to be of a high quality respecting and enhancing local character and informing the distinctive qualities of the area. Policy UD2 and UD3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013 require proposals to reinforce the existing development pattern and respect the height and proportions of surrounding buildings. Supplementary Planning Document No. 2: Residential Extensions and Alterations (SPD2), requires side extensions to be subordinate to the existing building.

- 7.3 The application is in need of repair and as such it is considered that the alterations would be a welcome change to the property. The extensions and alterations that are proposed to the western elevation, facing Reddown Road are considered to be acceptable additions to the street scene. The basement would see the continuation of the bay window feature which would be reasonable addition to the property and is of an acceptable design. The balcony proposed for this elevation would also be an acceptable design, and would be a subservient addition to the property as it would not dominate this elevation. The final addition to this elevation would be the two storey extension to serve the basement and ground floor, this extension is relatively small in size and as such would not have a detrimental impact on the street scene or the original building.
- 7.4 The most significant alteration to the northern elevation is the dormer extension in the roof slope. This elevation is visible from the street and as such the design of the dormer needs to be carefully considered. The proposed dormer would respect the architectural features of the original building and would be an asset to the street scene and is supported.
- 7.5 The eastern elevation would see a 4m deep ground floor single storey extension and windows inserted. As such the only discernible impact that could affect the original building and the street scene would be the extension. The changes in land levels would result in the majority of the extension being below street level and as such it is not considered that there would be a detrimental impact from the proposal on the street scene. The design of the extension would be subordinate to the original building and the roof form would respect the original building, as such this element of the proposal is acceptable.
- 7.6 There are minimal alterations to the southern elevation, except from what can be seen of the 4m deep extension as mentioned in paragraph above. As such it is not considered that there would be any detrimental impact on the original building or the surrounding street scene from the proposal.
- 7.7 The other elements of the proposal that can be seen from the street include the front hard standing, cycle and bin stores. The extent of hard standing is considered acceptable given the predominance of frontage car parking along Reddown Road, the removal of the existing flat roofed garage and the potential for additional soft landscaping to soften the appearance. The cycle and bin stores have been carefully considered to be as discreet and have as a minimal impact as possible on the street scene, which can be further enhanced by soft landscaping.
- 7.8 The landscaping has not been detailed in the application; it is considered that this can be secured in a pre-commencement condition as per the recommended conditions above in section 3.

## **The impact of the development upon the residential amenities of the adjoining occupiers**

- 7.9 Policy SP4.2 of the Croydon Local Plan: Strategic Policies 2013 requires development to enhance social cohesion and well-being. Policies UD8 and EP1 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013 relate to Protecting Residential Amenity and requires the Council to have regard to the privacy and amenity of the occupiers of surrounding buildings when considering proposals for the extension and alteration of existing buildings and the Control of Potentially Polluting Uses specifically in regards to air pollution through noise, dust, vibration, light, heat or radiation. Supplementary Planning Document No2 states that any possible detrimental effect to surrounding neighbours and appearance and character of original house must be assessed.
- 7.10 A key relationship is to no. 1 and a half Fairdene Road. This property has two upper floor dormer windows in the northern elevation facing the application site. These windows serve a kitchen and a living room. In this elevation at ground floor are the entrance and a high level obscure glazed window. The proposal would see the property extended at ground floor on the elevation facing Fairdene Road, to a depth of 4m. The separation distance between the application site and no. 1 and a half Fairdene Road being 4.5m and the land levels, it is considered that this part of the proposal would not have a detrimental impact on the occupiers of the neighbouring property. A new window is proposed to replace an existing door on this elevation (southern). As this would be a replacement for a door that currently exists it is not considered that this would give rise to any further loss of privacy than is already experienced on site. It has been raised in the objections that the proposed balcony could give rise to loss of privacy and overlooking; given the position of the western elevation and the inclusion of a privacy screen along the southern side, it is considered there would be no direct opportunity to overlook into 1 and a half Fairdene Road.
- 7.11 The alterations and extensions that are proposed on the western elevation would face onto Reddown Road. The proposed balcony could give rise to overlooking to no. 3 Reddown Road; however, a privacy screen is proposed and the side elevation of no. 3 has limited glazing and as such any overlooking to no. 3 from the balcony would not harm the residential amenities of the neighbouring occupiers. It is considered that the proposal would not have a detrimental impact on the residential amenities of the occupiers at no. 3 Reddown Road.
- 7.12 The bin store would be to the north of the application site; as such it is not considered that its impact would be detrimental to any of the adjoining occupiers Reddown Road or Fairdene Road as it would be well separated from neighbouring properties. The separation distance to properties on Faridene Road would be over 22m and over 40m to properties on Reddown Road.
- 7.13 The neighbouring occupiers on the opposite side of the road from the application would be a minimum of 24m from the application site. Given this separation the proposal would not have a detrimental impact on the occupiers on the opposite side of the road.
- 7.14 The only element of the proposal that would be visible from the north elevation would be the dormer extension in the roof slope. It is considered that this dormer would not

give rise to any overlooking to the neighbouring occupiers on the opposite side of the road due to the ample separation distance of approximately 30m.

- 7.15 It is accepted that use as flats would provide a degree of noise and disturbance to adjoining occupiers above that experienced from a single family dwelling house. However, the level of disturbance anticipated would not be beyond acceptable limits and so it is not considered that there would be a detrimental impact from the proposal in term of noise and disturbance.

### **The amenities of future occupiers of the site**

- 7.16 Policy 3.5 of the London Plan 2015 (Consolidated with Alterations since 2011) states that new developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. The Mayor of London's Housing Supplementary Planning Guidance (SPG) (2016) provides guidance on the quality of new housing and internal space standards. The Nationally Described Housing Space Standards sets out acceptable floor space for new developments. The SPG includes standards for all habitable rooms to have no less than 20% glazing of the internal floor area. Policy SP2.1 of the Croydon Local Plan: Strategic Policies (2013) applies a presumption in favour of development of new homes and Policy SP2.6 sets out the requirement for all new homes to achieve the minimum standards set out in the Mayor of London's Housing Supplementary Planning Guidance. Policy H2 of the Croydon Plan (2006) Saved Policies (2013) permits new housing development provided that it respects the character of residential areas.

- 7.17 Flats 1 to 4 are proposed to be 2 bedroom 3 person accommodation. Flat 2 is over the space standard of 61m<sup>2</sup>, while Flats 1, 3 and 4 would fall marginally below this requirement (between 1m<sup>2</sup> and 5m<sup>2</sup>). Given that this is a conversion scheme and the fact most flats are dual aspect, the marginal deficit is not considered grounds for refusal. Flats 5 and 6 are both 1 bedroom, and both would exceed the standards for a 1 bedroom 1 person flat and as such would be acceptable.

- 7.18 Flats 1, 2 and 6 would have private amenity space in the form of private gardens or a balcony. The remaining 3 flats would have a shared amenity space to the north of the application property, all shared and private amenity spaces are considered large enough to not have a detrimental impact on their amenities of the future occupiers.

### **The impact of the proposal on the parking arrangements on site**

- 7.19 The London Plan 2011 policy 6.13 states maximum residential parking standards, with properties of 4 beds or more should have up to 2 parking spaces per unit. Policy SP8.17 states that the Council will apply the standards set in the London Plan in terms of parking levels. Policy T8 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013 requires in Table 2 of Appendix 2 for maximum car parking provision of 1 space per unit for a predominant housing type of flats.
- 7.20 The application site has a PTAL rating of 2, which is poor. However, the site is within short walking distance of Coulsdon South Train Station and a number of bus services. It is considered that due to the location of the development 6 spaces for the flats would be excessive, and that 4 parking spaces would be adequate with additional cycle parking which has been provided.

- 7.21 The parking arrangements were amended during the application process, with the bin store being moved to the north end of the site allowing for 4 spaces to be provided and with adequate turning circles. The parking area has been broken up with the section of soft landscaping which provides a feature that would break up the elevation and the retaining wall. The parking arrangements would work on site and the level of parking provision is acceptable.
- 7.22 Vehicles will be able to turn within the site safely and exit the site in forward gear. The plans demonstrate adequate sightlines to show that exit from the site would be safe and that the intensification of the use of the site in terms of additional cars would be acceptable.
- 7.23 The refuse store would be acceptable and would have adequate storage available for the 6 flats and would be easily accessible for collection through the existing main gate.
- 7.24 The cycle store provision would be for at least one space for each flat, which is appropriate for the development and the area.

### **Other matters**

- 7.25 Representations have raised concern that the development will increase the risk of flooding in the local area. The site does not fall within a Flood Risk Zone defined by the Environment Agency. There is existing hardstanding and a garage to the front of the site facing Reddown Road, which is proposed to increase. In this case the impact on flood risk is considered to be negligible and not sufficient to justify refusing planning permission.
- 7.26 A number of representations raised concern that the development will have an overbearing impact on the ability of the sewerage system locally. This provision is outside the scope of planning regulations.

### **Conclusions**

- 7.27 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.