

PART 6: Planning Applications for Decision**Item 6.3****1.0 APPLICATION DETAILS**

Ref: 19/00198/FUL
 Location: Former Plumb Centre, Station Approach Road, Coulsdon
 CR5 2NS
 Ward: Coulsdon Town
 Description: Erection of a two storey extension to provide 5 flats (extension to scheme approved under reference 16/04441/FUL)
 Drawing Nos: P18-083L-RAU-XX-XX-DR-A-LOC-1000 Rev P01
 P18-083L-RAU-XX-XX-DR-A-LOC-1001 Rev P01
 P18-083L-RAU-XX-03-DR-A-GAP-1103 Rev P05
 P18-083L-RAU-XX-04-DR-A-GAP-1104 Rev P01
 P18-083L-RAU-XX-RF-DR-A-GAP-1105 Rev P01
 P18-083L-RAU-XX-XX-DR-A-ELEV-2100 Rev P05
 P18-083L-RAU-XX-XX-DR-A-ELEV-2101 Rev P05
 P18-083L-RAU-XX-XX-DR-A-ELEV-2102 Rev P05
 P18-083L-RAU-XX-XX-DR-A-SEC-3100 Rev P04
 Agent: Reddy Architecture & Urbanism
 Applicant: Varis Developments
 Case Officer: Laura Field

	1 bed (1b2p)	3bed (3b4p)	Number of car parking spaces	Number of cycle parking spaces
Total	4	1	0	20

- 1.1 This application is being reported to Committee because the Ward Councillor (Councillor Luke Clancy) 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.

2.0 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 informative to secure the following matters:

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans

- 2) External materials and balcony details to be submitted
- 3) Submission of Construction Logistics Plan
- 4) Prior to the occupation of the development details of (1) Security lighting and (2) privacy screens and shall be provided to and approved in writing by the LPA
- 5) Refuse and bicycle stores to be provided as specified
- 6) Water usage
- 7) Carbon reduction
- 8) Travel Plan to be submitted
- 9) Restriction on parking permits
- 10) Commence within 3 years of the date of the permission
- 11) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community infrastructure Levy
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Guidance on construction logistics plans
- 5) Guidance on sound insulation
- 6) Waste requirements
- 7) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Erection of a one and two storey extension above the scheme approved under planning permission 16/04441/FUL
- Provision of 5 additional residential units to form 4 x one bedroom two person units and 1 x 3 bedroom 4 person unit
- Alterations, including an enlarged cycle store

Site and Surroundings

- 3.2 The majority of the site is situated within Coulsdon District Centre on the southern side of Station Approach Road, the North West corner of the site is designated as part of a Primary Shopping Area but the remainder of the site is free from any further designations in the Croydon Local Plan. The site is currently being developed under application 16/04441/FUL.
- 3.3 The site is bounded to the north west by Brighton Road which is designated as Secondary Retail Frontage in a Primary Shopping Area and is characterised by commercial uses at ground floor with residential above. To the north east of the site on the opposite side of Station Approach is the Trinity Square residential

development, consisting of a wing of four, two storey brick built houses and a large block of flats rising from three to nine storeys with a Restaurant unit at ground level at the corner of Station Approach and Brighton Road. The site is bounded to the east and south by predominately two storey residential properties.

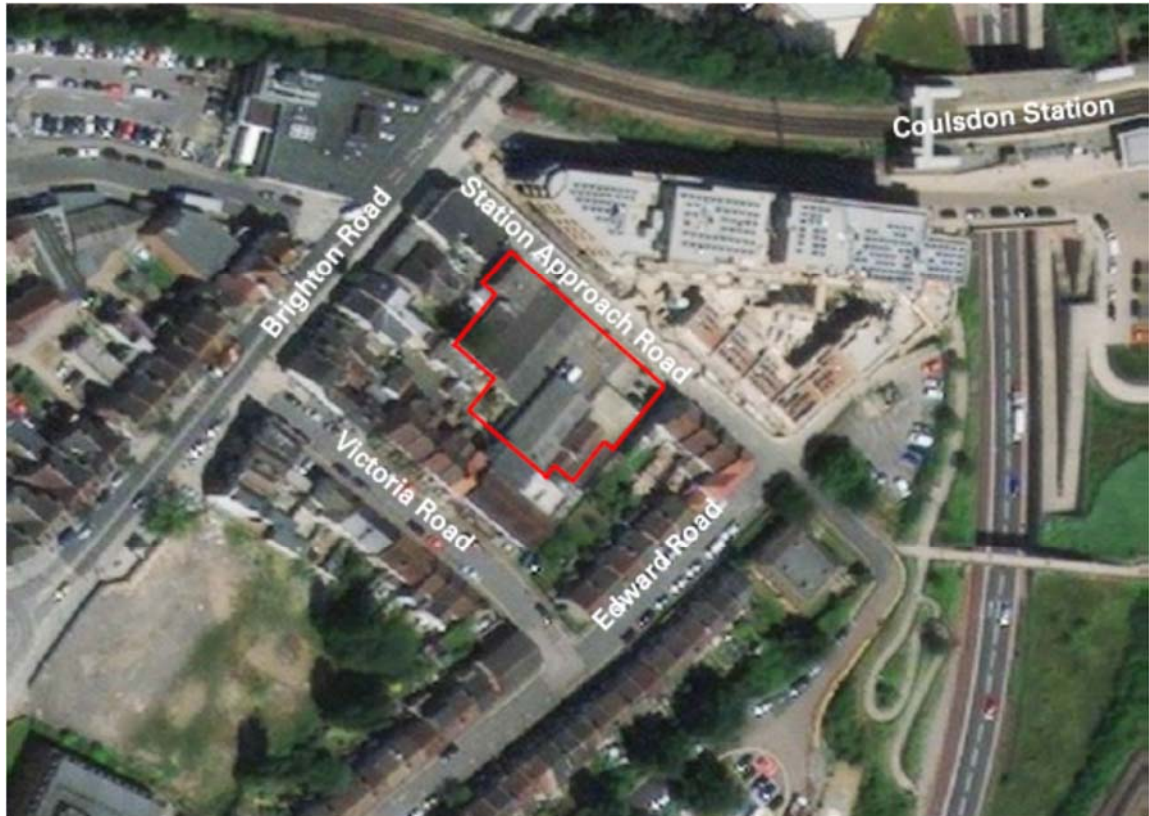


Image 1: Site location plan

Planning History

- 3.4 16/04441/FUL: Demolition of existing buildings. Erection of part two, part three, part four storey buildings comprising 17 two bedroom, 3 three bedroom and 2 one bedroom flats and 3no. Use Class B1 (b) / B1 (c) units at ground, first and second floors, with associated amenity and car parking (7no. spaces). This includes 2 dwellings as Affordable Housing (shared ownership). Permission granted and being implemented on site.
- 3.5 18/05828/NMA: Non material amendments application for the above planning permission. Approved.
- 3.5 19/00364/NMA: Non material amendments application for the above planning permission. Approved.
- 3.6 There is also a recent permission at the neighbouring site at 129-131 Brighton Road:

19/00140/FUL: Alterations, erection of four storey side/rear extension and construction of additional two levels to existing building to provide 2 x studio, 2 x one bedrooms and 3 x two bedrooms. Change in use of the ground floor from A2 (financial and professional services) to A1 (retail) with the erection of a ground floor side/rear extension in association to the A1 use Class. Provision of associated cycle and refuse stores.
Permission granted.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- a. The residential nature of the development can be supported in principle
- b. The development would be acceptable with regards to the character and appearance of the surrounding area.
- c. The development would have an acceptable relationship with neighbouring residential properties.
- d. The standard of accommodation for future occupiers is satisfactory

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by of a site notice and by the way of letters sent to neighbouring occupiers 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: 17 Objecting: 17

- 6.2 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:

Summary of objections	Response
<i>Character of the area</i>	
<ul style="list-style-type: none"> High block of flats are not in keeping in the area Coulsdon is becoming over developed 	See paragraphs
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> Loss of privacy and overlooking Loss of sunlight and sunlight Noise and disturbance 	See paragraphs 8.11 to 8.15
<i>Highways</i>	
<ul style="list-style-type: none"> Lack of parking. 	See paragraphs 8.21 to 8.24

<ul style="list-style-type: none"> Impact on local business due to lacks of parking Coulsdon 	
Other comments	Response
<ul style="list-style-type: none"> Pressure on doctors, schools and services 	The application would be subject to charges under the Community Infrastructure Levy and therefore such impacts would be mitigated through a financial payment.

6.3 Councillor Luke Clancy has made the following representations and referred the matter to Planning Committee:

- Overdevelopment

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 Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. 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

7.3 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 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM10 on design and character
- DM13 on refuse and recycling
- DM23 on development and construction
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Suburban Design Guide Supplementary Planning Document (2019)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

- The principle of the proposed development;
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations
- Other matters

Principle of development and the established need.

8.2 The application site is currently being developed under application 16/04441/FUL, therefore the principle of a residential development has been established. This scheme would see the provision of additional dwellings in a sustainable location of Coulsdon District Centre and so is supported. The proposal comprises 5 units, of which one is a 3-bed family unit, making a contribution to the strategic target of 30% of all new units being family homes. Considering the small size of the scheme, this is considered to be acceptable.

8.3 Officers have taken legal advice as regards the procedural implications around whether the proposal should be considered cumulatively, in tandem with the previous 2016 consent which would then potentially bring into play a number of other considerations; primarily any potential uplift in the level of affordable housing (previously negotiated as part of the 2016 planning application process). Having given the issue careful consideration, officers are satisfied that the application should be determined on a stand-alone basis, separate from the previous consent. There is no basis to amend the previous planning permission to accommodate further units (under S.73 of the Act) and/or to request a separate submission (including both elements cumulatively as one application -

development). Key to this conclusion has been the length of time that has lapsed since the previous scheme was granted planning permission. Moreover, previous pre-application discussions (offered prior to the submission of the 2016 planning application) advised that the 2016 scheme should be reduced in terms of mass, which was then carried through as part of the 2016 application process. Consequently, officers are satisfied that the applicant has not tried to circumvent the delivery of increased levels of affordable housing.

Townscape and Visual Impact

- 8.4 The applicant seeks full planning permission for an extension of 1-2 storeys above the scheme consented under planning permission 16/04441/FUL which was for a residential scheme of 22 units. The proposed scheme aims at maximizing the use of the plot and provides a more considered and interesting massing on Station Approach Road. The scheme was developed to enhance the existing scheme which is under construction. The design provides for the 3rd floor to be further enhanced with additional units bringing the development to a consistent height. The design then looks to add two recessed elements to the corner blocks to enhance the entrance sequence of the scheme and to provide additional accommodation at Level 4. The extended floor plan at Level 3 and the addition of recessed massing at Level 4 enhance the residential area and strengthen both blocks' volume from the street view. As a consequence, it marks their entrances at Ground Floor level, providing the residents with a strong sense of direction and identity. Given the recent developments and the varied character of the area, the proposal would sit well within the street scene. See Images 1 to 3 below.



Image 2: Streetscene looking down Station Approach to Coulsdon with the site outlined in red.

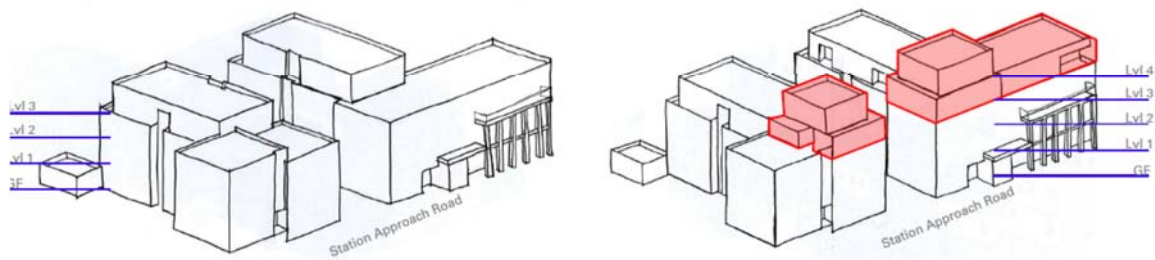


Image 2: Massing in relation to the consented 2016 scheme (left) and current scheme (right)



Image 3: Front elevation with current scheme outline in red. The neighbouring site under application number 19/00140/FUL is outlined in blue.

8.5 The proposed layout allows for an additional 5 units to be created. This is positive and a welcome addition to the approved 2016 scheme. See Image 4 and 5 .



Image 4: Left is the consented layout third floor and the right is the current proposal.



Image 5: Left is the consented layout on the fourth floor and the right is the current proposal

- 8.6 The materials are proposed to be consistent with the wider streetscene and the consented 2016 application. Metal panels are proposed for the 2 additional storeys. This is acceptable and is subject to a condition for samples and details of the balconies including privacy screens to be submitted and approved.

Impact on Neighbouring Residential Amenity

- 8.7 There are residential properties located adjacent to each boundary of the application site. The siting and layout of the proposed buildings has been designed as to mitigate impact from overshadowing and overlooking upon neighbouring amenity and to avoid unacceptably poor outlook from neighbouring properties. The buildings would be located sufficiently far enough from neighbouring residential properties to ensure that no significant window to window overlooking would occur. In addition, the distances also ensure that the proposal would not have an unacceptable impact upon the outlook from neighbouring properties. The design and orientation of the proposal should ensure that no neighbouring occupier suffers any unacceptable overshadowing of their property or amenity space. See Image 6 below.
- 8.8 It is important note that the 2016 application was considered to be acceptable in relation to the impact on the adjoining occupiers. The main building is closer to neighbouring properties in Victoria Road (16.39m) and Edward Road (22.25m). Whilst the current proposal is 1/2 storeys higher, the distances are greater and set well back from these properties. Whilst the building is closer to the properties facing Brighton Road, the habitable rooms are at an angle. In relation to the properties the new development is opposite, the additional height is acceptable given the road located between them. In conclusion, the proposal is considered acceptable in this regard.

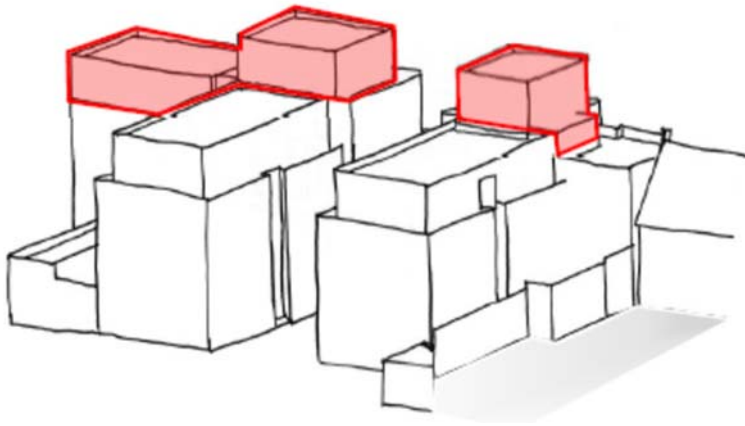


Image 6: Showing the location and massing of the proposal in relation to permitted scheme looking from the rear.

The standard of accommodation for future occupiers

- 8.9 All units would provide a good standard of accommodation and would contribute to the Borough's need for new homes meeting the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.10 All five units are provided with private amenity space in accordance with the London Plan standards. This is no communal amenity space. While this approach is not generally acceptable it is considered that an exception can be made given the existing planning permission did not have this provision and therefore the design challenges of then providing this for the additional 5 units. The amount of space which this scheme should provide is 5.8m², which is a small area which would not provide a particularly usable provision. On balance this is considered to be acceptable.
- 8.11 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

Transportation Considerations

- 8.12 The site has a PTAL rating of 3 which indicates that the site has good accessibility to public transport. The site is in close proximity to the train station, the high street and bus routes. The applicant has provided 7 parking bays in the consented scheme and no further parking would be provided on site. Parking permit restrictions would be secured by condition. The proposal includes the provision of an additional 20 cycle parking spaces. The proposal would itself generate a need for only 6 parking spaces, with the rest being proposed to promote sustainable travel and for the use by residents of both schemes. This is acceptable.



Image: Parking and ground floor layout of consented scheme and amendments

- 8.13 Given the physical connectivity of the site, the creation of 5 new homes and the need to encourage more sustainable methods of transport the proposal is considered acceptable.
- 8.14 A construction logistics plans would be secured by condition.
- 8.15 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Other matters

- 8.16 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.
- 8.17 Whilst the site lies within an area of high surface water flooding, the proposal is for additional storeys to existing planning permission. The 2016 application dealt this issue with various conditions on flood mitigation.

Conclusions

- 8.18 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.

