

PART 6: Planning Applications for Decision

Item 5.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/03739/FUL
 Location: 4 The Chase, Coulsdon, CR5 2EG
 Ward: Coulsdon Town
 Description: Erection of a 2 storey detached dwelling house with 2 off-street parking spaces.
 Drawing Nos: Site Location Plan; Site Plan; 19/26/01; 19/26/02 B; 19/26/03.
 Applicant: Mr Bradley
 Case Officer: Lucas Zoricak

	1B 2P	2B 3P	2B 4P	4B 7P	Total
Existing Provision					0
Proposed Provision				1	1

1.1 This application is being reported to Planning Sub Committee because 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 informatives to secure the following matters:

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Details of facing materials
- 3. Hard and soft landscaping to be submitted
- 4. Construction Logistics Plan
- 5. Details of refuse and cycle storage, boundary treatments
- 6. Sustainable urban drainage details
- 7. PD rights removed
- 8. 19% reduction in CO2 Emissions
- 9. 110l Water Restriction
- 10. Provision and details of parking spaces
- 11. Provision of crossover to host property
- 12. Time limit of 3 years

13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Party Wall Act 1996
- 3) Code of practise for Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of a two storey 4 bedroom, 7 person dwelling house.
- Provision of 2 off-street spaces.

3.2 An amended plan (19/26/02 B) has been received, showing a revised site layout. The revised plan indicates that the vehicular crossover for the host property would be provided – under a separate process. No re-consultation was needed because as the amendments did not lead to a material change in circumstances.

Site and Surroundings

3.3 The application site comprises the side and part of the rear garden attached to 4 The Chase, which would be subdivided to facilitate construction of the new dwelling. The host property is located on the northern side of The Chase and comprises a two-storey semi-detached dwelling with a generous rear garden, front driveway, single storey rear extension and rear roof extension.

3.4 The surrounding area is residential in character and comprises two-storey semi-detached and detached properties. There are no site specific constraints that would impact upon the development potential of the site and the site is not subject to a formal tree preservation order. The site has a Public Transport Accessibility Level (PTAL) of 1A which confirms poor access to public transport. The application site lies within an area at very low risk of surface water flooding as identified by the Croydon flood maps. There are no other constraints affecting the application site.

Planning History

3.5 Planning permission was refused on 8th August 2019 for the erection of a 2 storey detached dwelling house with off street-parking (LBC Ref 19/02758/FUL).

Reasons for refusal:

1. *The proposed development would fail to retain half of the existing rear garden space for the host property 4 The Chase, contrary to the provision of Policy*

DM10.4(e) of the Croydon Local Plan (2018) and the Supplementary Planning Document: Suburban Design Guide (2019).



Fig 1: Aerial street view highlighting the application site within the surrounding street-scene

2. The proposed dwelling, by reason of the failure to meet the nationally described space standards for single bedrooms, would result in a substandard quality of accommodation for the future occupiers, contrary to the Nationally Described Space Standards (2015), Policy 3.5 of London Plan (2016) and Policy DM10 of the Croydon Local Plan (2018).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate family size dwelling.
- The proposed development would be of an appropriate mass, scale, form and design that would respect the established built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Subject to the imposition of conditions, the proposed development would not have an adverse impact on the operation of the highway.

- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions

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 25 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 12 Objecting: 12 Supporting: 0 Comment: 0

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>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.11
An unwelcome precedent	Addressed in the report at paragraphs 8.2 – 8.11
<i>Design</i>	
Over intensification – too dense / terraced effect	Addressed in the report at paragraphs 8.2 – 8.11
Out of character	Addressed in the report at paragraphs 8.6 – 8.11
Excessive scale, height and massing	Addressed in the report at paragraphs 8.6 – 8.11
Visual impact on the street scene (out of character)	Addressed in the report at paragraphs 8.6 – 8.11
Harm to the suburban character	Addressed in the report at paragraphs 8.6 – 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.12 – 8.19
Loss of light and overshadowing	Addressed in the report at paragraphs 8.12 – 8.19
Loss of privacy	Addressed in the report at paragraphs 8.12 – 8.19
Overlooking	Addressed in the report at paragraphs 8.12 – 8.19
Disturbance (noise, pollution etc.)	Addressed in the report at paragraph 8.18

<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.25 – 8.30
Inadequate provision of off-street parking for host property	Addressed in the report at paragraphs 8.25 – 8.30
Negative impact on highway safety	Addressed in the report at paragraph 8.25 – 8.30
<i>Other matters</i>	
Impact on existing tree	Addressed in the report at paragraphs 8.25 – 8.32
Construction disturbance	Addressed in the report at paragraph 8.35

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. Such 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 (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised 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:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact of the development on residential amenities;
- Standard of accommodation;
- Transport and highways impacts;
- Environment and sustainability; and
- Other matters

The Principle of Development

8.2 Chapter 6 of the National Planning Policy Framework (NPPF) indicates that housing application should be considered in the context of a presumption in favour of sustainable development and that is the role of local planning authorities to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

8.3 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy SP2 of the Croydon Local Plan (2018) outlines “the Council will apply a presumption in favour of development of new homes provided applications for residential development to meet the requirements of Policy SP2, SP3.14 and other applicable policies of the development plan.” It also requires that “land is used efficiently and that development address the need for different types of homes in the borough and contributes to the creation or maintenance of sustainable communities. The London Housing SPG 1.2.32 outlines “proposals for well-designed, high quality new homes on site suitable for infill development should be considered positively by boroughs, unless there are robust reasons to refuse development.” The Supplementary Planning Document: Suburban Design Guide (2019) sets out guidance on subdivision of plots and infill development, stating that it is acceptable where it respects the character of the area. This will be assessed in more detail below.

8.4 The proposal would provide 1 x 4 bedroom family size dwelling. As such, the provision of a family sized unit (3 bed dwelling) would be in accordance with Croydon Local Policy DM1.2.

8.5 The development would see the infilling of the plot for the erection of a detached dwelling, fronting The Chase between existing properties. The site is located within an established residential area and the scheme would provide an

additional dwelling in the locality. As such, it is considered the principle of a new dwelling on the site is acceptable, subject to material considerations below.

Impact of the Development on the Character and Appearance of the Area

- 8.6 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality. London Plan Policies 7.1, 7.4, 7.5 and 7.6 state that development should have regard to the character of the area and that architecture should make a positive contribution to the public realm and streetscape. Policies SP4 and DM10 of the Croydon Local Plan (2018) reiterate this and state that development should be of high quality design and enhance Croydon's varied character. DM10.1 further states that proposals should be of high quality and whilst seeking to achieve a minimum height of 3 storeys should respect:
- a. The development pattern, layout and siting;
 - b. The scale, height, massing, and density;
 - c. The appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located.
- 8.7 SDG 2.28.1 states that proposals that seek to subdivide and/or infill must conform to Policy DM10.4(e) of the Croydon Local Plan and should refer to Section 2.16 or 2.18 of the SPD (as relevant) in relation to building positioning. They should also consider the existing pattern of development along the street and the associated visual amenity that breaks in built form provide.
- 8.7 The proposed dwelling would infill the side plot of the donor property (4 The Chase) with 2 and 4 The Chase being the neighbouring properties. The dwelling would be two-storey, traditional in appearance with a tiled gable roof, projecting gable element and rendered facades. The ridge and eaves height of the dwelling would reflect that of the donor property and would appear in keeping with the established character and appearance of neighbouring properties. Separation distances of around 1 metre have been incorporated into side boundaries, ensuring the development would not appear overly cramped.
- 8.8 As such, the proposed two-storey development, by reason of its proposed scale, siting, design, bulk, form, massing and material, would respect the established built form of the area/local context and would sufficiently maintain the character of The Chase street-scene.
- 8.9 The dwelling would be set back from the road by approximately 7 metres, continuing the prevailing building line. The proposed property frontage would be given over to hardstanding to allow for two off-street parking for the new dwelling. This would reflect the arrangement of the neighbouring dwellings in this road.
- 8.10 SDG 2.28.2 (2019) further states that spaces between dwellings are often characteristic of the original design and can provide visual amenity. However, this pattern of development in this locality has already been broken by side extensions and side detached garages. Infilling the plot would therefore not negatively interrupted the pattern of front gardens, boundaries or driveways

visible from the street and would maintain visual amenity, in accordance with the above reference policies.

- 8.11 In the light of the above, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD (2019) in terms of the visual amenity.



Fig 2: Front elevational view highlighting the proposal in relation to neighbouring properties



Fig 3: Rear elevational view highlighting the proposal in relation to neighbouring properties

Impact of the Development on Residential Amenities

- 8.12 The London Plan 2016 Policy 7.6 states that amongst other that development should “not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.” Policy DM10.6 of the Croydon Local Plan (2018) states the local planning authority would not support development proposals which would have an adverse effects on the amenities of the occupiers of adjoining buildings. Policy DM10 of the Croydon Local Plan (2018) and SPD Suburban

Design Guide (2019) states proposals should not negatively impact upon neighbouring properties. The properties with the potential to be most affected are the adjoining properties (2 and 4 The Chase) and the dwellings 1 and 1A The Chase opposite.

4 The Chase (host property)

- 8.12 With regard to the impact on the amenity of the donor property, the proposed dwelling would be of similar scale, design and composition, with a rear garden of approximately 17 metres in depth. The footprint of the proposed dwelling would not project beyond the rear elevation of the donor property or beyond its frontage. The properties would maintain a separation distance of approximately 1 metre and there would be no significant change in ground levels between the properties. In addition, the host property has been extended to the rear with a single storey and rear roof extension. Given these factors and the separation distance provided, the proposed new dwelling would not result in any significant harm to light, outlook or privacy currently enjoyed by the host property.
- 8.13 In terms of the reduction of the amenity space of the donor property, Policy DM10.4(e) of the Croydon Local Plan (2018) requires a development in the grounds of an existing building which is retained, a minimum length of 10 metres and no less than half or 200m² (whichever is the smaller) of the existing garden area be retained for the host property, after the subdivision of the garden. This is primarily to provide sufficient outlook and amenity for existing dwellings whose plot is proposed to be subdivided, but also to maintain a sense of openness between gardens. The host property would continue to enjoy a 17 metre garden depth with around half of the original garden retained for the host property which would accord with policy requirements.
- 8.14 There are side windows which will be affected by the proposed development, but these merely light the existing staircase enclosure. Consequently, any loss of light and increased enclosure would be acceptable.

2 The Chase

- 8.15 2 The Chase is a detached dwelling, separated approximately 8 metres from the application site (separated by an existing detached garage). The single storey detached garage with a pitched roof is located to the side of the property and up against the site boundary. Separation distance of approximately 1 metre between the flank of the dwelling and the common boundary would be maintained. The proposal would not introduce any first floor flank openings and this neighbouring house does not contain any side habitable room windows facing the application site. Views from the rear openings would replicate those from the donor property. Therefore the proposal would not result in any greater impact than currently experienced in terms of loss of privacy or overlooking of this neighbouring property complies with the SDG. Overall, the proposed development, by reason of its proposed siting, orientation, scale, height, bulk, form, massing, design and separation distances, would unlikely result in a detrimental impact on the amenity of these occupiers through the loss of light, outlook, privacy, overlooking, overbearing form or sense of enclosure.

Nos.1 & 1A The Chase (opposite of site)

- 8.16 These properties are located on the opposite side of The Chase and a 25 metre separation between the proposed building and the front elevation of these two-storey properties would be sufficient to prevent any harmful impact on the amenities of these occupiers. The level of mutual overlooking would be similar to the current front situation in terms of the existing first floor level window openings of the host property and in a suburban setting such as this is considered acceptable.

Grove Wood Hill (rear of site)

- 8.17 In terms of the impact on the occupiers situated to the rear of the site, SDG 2.9.11 (2019) advises that back to back distances between habitable rooms should be managed through acceptable distances (15 metres separation between new and host dwelling) which should provide sufficient privacy to existing and new residents. A separation distance from the main rear wall of 1 Grove Wood Hill to the rear elevation of the proposed dwelling would be approximately 50 metres, which would excessively exceed the guidance set out in the SDG (2019). The impact on this property would be similar to the impact of the donor property. Given the separation distance, the proposed dwelling would not have any adverse impact on the amenity of the occupiers of 1 Grove Wood Hill in terms of loss of light, outlook, privacy, overlooking, overbearing form or sense of enclosure.
- 8.18 With regard to the noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of one residential dwelling in this area would not significantly increase the number of vehicle movements to and from the site and would not be overly harmful. As such, the proposed development is considered acceptable in terms of the neighbouring amenity.
- 8.19 In the light of the above, it is considered that the dwelling, by reason of its proposed scale, siting, orientation and design would not harm the amenities of the neighbouring properties and adjacent sites. As such, the impact on neighbouring amenity would be acceptable and in line with the above reference policies.

Standard of Accommodation

- 8.20 The Nationally Described Space Standards (NDSS) (2015) provide minimum technical requirements for new dwellings, including minimum space standard for proposed dwellings. Policy 3.3 of the London Plan (2016) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. With regards to amenity space, London Plan Policy 3.5 and Policies SP2.8 and DM10 of the Croydon Local Plan (2018) require all residential developments to provide a suitable quantum and quality of private space, and to accord with the Mayor of London's Housing

Supplementary Planning Guidance and the nationally described Technical Housing Standards (2015). The London Housing SPG states that a minimum of

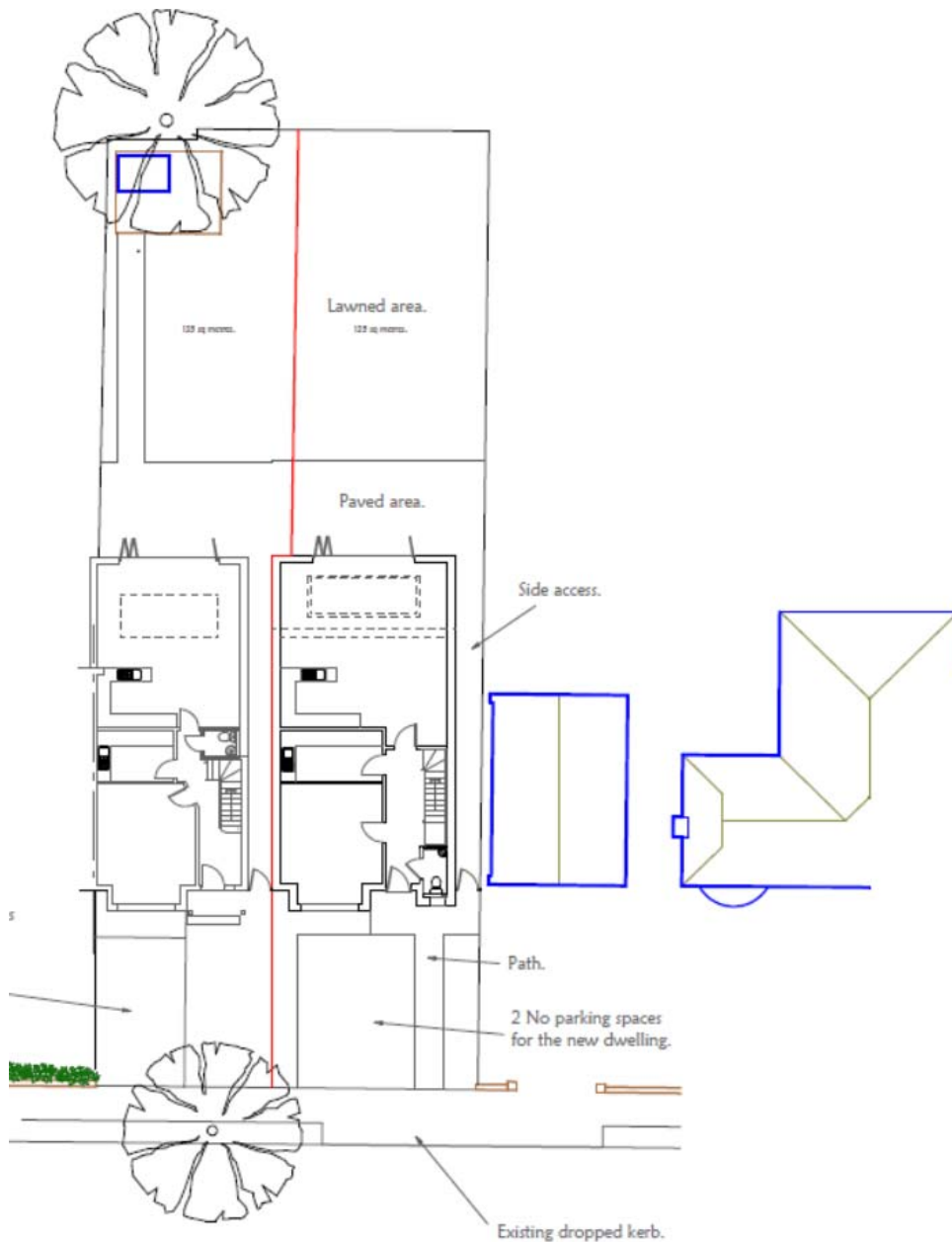


Fig 4: Ground floor plan proposed site showing proposal in relation to neighbouring properties

5 sqm of private outdoor space should be provided for 1 person dwellings, increasing by 1 sqm per occupant. Similarly, Croydon Local Plan (2018) Policy DM10.4 requires development proposals to provide 5 sqm of private amenity space for 1 person dwellings and an extra 1 sqm should be provided for each additional occupant.

8.21 The proposed floor space for each unit would meet the minimum requirements of the Nationally Described Space Standards for unit of this type. The proposed dwelling would exceed the minimum GIA requirements for 4 bed two storey unit

in the Nationally Described Space Standards (2015). The minimum gross internal floor area requirement for a 4 bedroom 7 person two storey unit as set out in the NDSS (2015) would be 115 sqm. The gross internal floor area of the proposed dwelling would be approximately 208 sqm.

- 8.22 The scheme is considered to accord with the principles of good design as the dwellings would be dual aspect and would meet the technical requirements of the Nationally Described Space Standards in terms of dwelling sizes, bedroom sizes and minimum storage. Given the orientation of the site sufficient light and outlook would be provided.
- 8.23 In terms of the private amenity space provision, the dwelling would have access to rear garden which meets the required standard.
- 8.24 Overall, the development is considered to result in a high quality development, including an uplift in family accommodation and would offer future occupiers a good standard of amenity, including the provision of private amenity space, and thus accords with relevant policy.

Transport and Highways Impact

- 8.25 Policies SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travelling and parking standards. Policy DM30 of the Croydon Local Plan (2018) seeks to ensure that there is an appropriate level of car and cycle parking.
- 8.26 The site is not located in a controlled parking zone and lies within an area with a PTAL rating 1B which indicates poor level of accessibility to public transport links. The London Plan and Policy DM30 of the Croydon Local Plan (2018) set out maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1.5 spaces per unit should be provided for 3 bedroom properties. In line with the London Plan, the proposed development with 2 off-street parking spaces would therefore be compliant. In addition, the layout of the parking area would be similar to existing situation. It is therefore not considered the addition of one new residential unit would result in any additional harm to highway safety along The Chase.
- 8.27 Whist parking provision for the host property would be lost and the existing front paved driveway has not been adjusted for parking purposes, the formation of a new vehicle crossover for the host property prior to commencement of proposed development has been conditioned. As such, the off-street car parking provision would be sufficient to serve the host property.
- 8.28 A planning condition has also been recommended to agree cycle storage details, thereby meeting policy requirements for cycle parking space in the site to bring the development in line with standards set out in the London Plan (2016).
- 8.29 A refuse storage area has not been indicated on the proposed plans. Further details regarding location, quantity, elevational treatment and external material have been conditioned.

8.30 Overall, it is not considered the addition of a four bedroom unit would have a significant impact on local parking facilities, with the parking provision outlined. With conditions, the development would be considered acceptable from a transport and highway perspective.

Environment and Sustainability

8.31 Trees: Chapter 11 of the NPPF seeks to conserve and enhance the natural environment. Policy DM28 of the Croydon Local Plan (2018) states that existing trees of value should be retained and any loss as a result of the development should be replaced.

8.31 The site is not covered by a Tree Preservation Order, nor is the site within a conservation area so trees on the site are not subject to planning controls. This section of the application site does not contain any mature trees or shrubs.

8.33 Flooding: The site does not fall within a Flood Risk Zone (Flood Zone 1: land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) defined by the Environment Agency and is not located within area of risk from surface water flooding. However, it is noted that The Chase is located within area with very low surface water flood risk. Given the accumulation of surface water outside the property (The Chase) the submission of a Sustainable Urban Drainage System has been conditioned.

8.34 Conditions 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 have been recommended.

Other Matters

8.35 Representations have raised concern that construction works would be disruptive and large vehicles could cause congestion and damage to the highway. Whilst details regarding the construction and traffic management have not been submitted, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the local planning authority maintains control to ensure the development progresses in an acceptable manner.

Conclusions

8.36 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies, subject to the provision of suitable conditions.

8.37 All other relevant policies and considerations, including equalities, have been taken into account.