

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/00412/FUL
 Location: 56 Welcomes Road, Kenley, CR8 5HD
 Ward: Kenley
 Description: Demolition of existing bungalow and erection of a three storey building (including accommodation in the roof) to provide 9 units including associated landscaping, parking, access and cycle/refuse stores.

Drawing Nos: Existing Floor Plan, 56WR P1A, 56WR P2E, 56WR P3A, 56WR P4, 56WR P5

Applicant: Mrs Anju Chadda

Agent: Mr Graham Rix

Case Officer: Sissi Yang

	1 bed	2 bed	3 bed	4 bed
Existing				4b x 1
Proposed Flats		2b,4p x 6,	3b, 5p x 3	
Total		6	3	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is being reported to committee because Councillor Steve O'connell has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration. Objections above the threshold in the Committee Consideration Criteria have also 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. Materials to be submitted.
3. Details of cycle storage/Car parking/Electric vehicle charging point as submitted
4. Landscaping scheme including boundary treatments/refuse storage to be submitted
5. In accordance with Ecology Appraisal.

6. Wildlife Sensitive Lightening Design Scheme submitted prior to occupation.
7. Biodiversity Enhancement Strategy submitted prior to occupation.
8. All flank elevation windows at first floor and above to be obscured glazed/non-opening
9. All side and rear elevation windows at ground floor level to be obscured glazed/non-opening up to 1.7m from internal floor.
10. Playspace/communal space to be provided and details to be provided.
11. Details of landscape and sections to the rear
12. Flats 1 and 2 at ground floor level to meet M4 (2).
13. 19% Carbon reduction
14. 110 litre Water usage
15. Construction Logistics Plan to be submitted
16. Car Park Design & Management Plan to be submitted
17. Time limit of 3 years
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) 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 (Figure 1):

- Demolition of existing detached three/four bedroom bungalow.
- Erection of a three storey building including accommodation in the roof space.
- Provision of 3 x three bedroom flats and 6 x two bedroom flats
- Provision of private and communal external amenity space as well as children's play space
- Provision of 9 off-street spaces and associated external refuse and cycle stores



Figure 1. Proposed Site Plan

3.2 The scheme has been amended during the application process to show dimension of car parking bays, swept path and pedestrian visibility splays.

Site and Surroundings

3.3 The site comprises a single storey residential bungalow which extends to the side boundaries, with a large rear garden, located on the western side of Welcomes Road. The property has an 'in and out' drive and a hard standing at the front. To the rear land levels rise substantially.

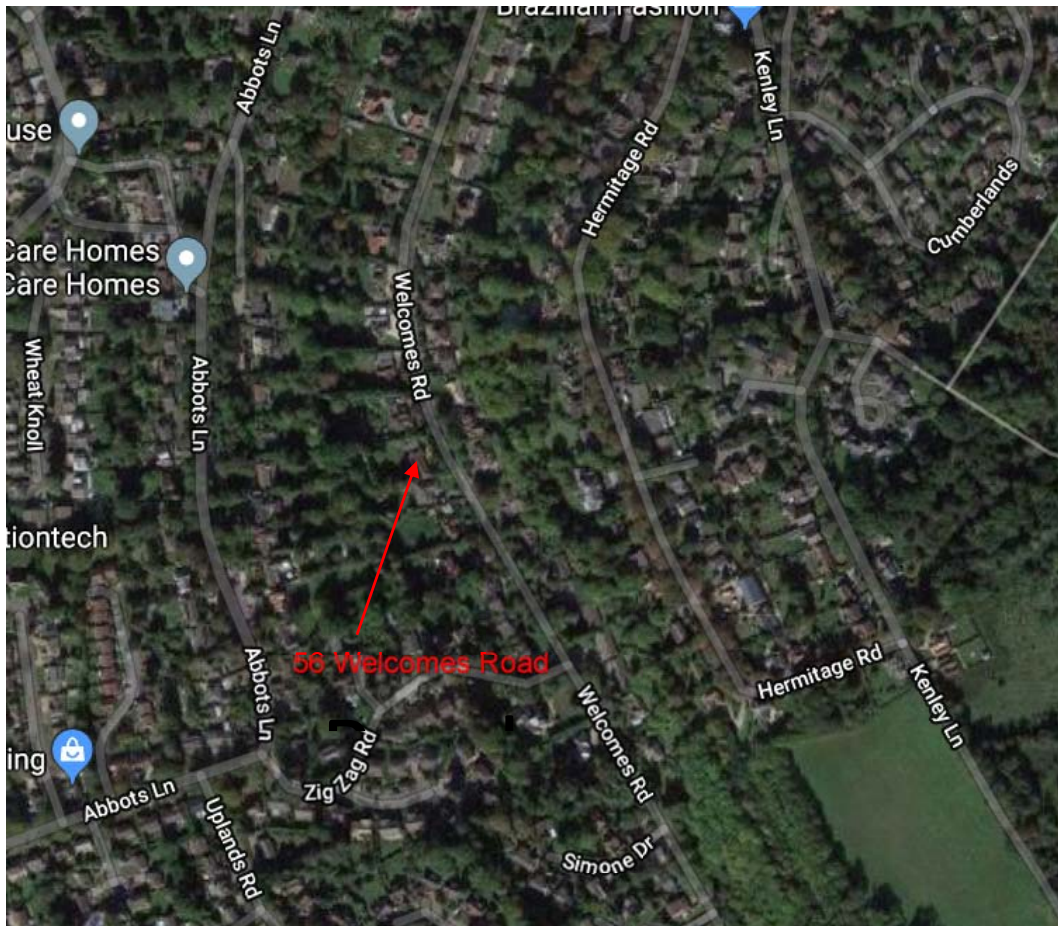


Figure 2: Aerial street view within the surrounding streetscene

- 3.4 The surrounding area is residential in character comprising substantially single storey and two-storey detached properties within extensive plots.
- 3.5 The site is located within an area at risk of Surface Water Flooding. The site is located within a PTAL 1b area.

Planning History

3.6 The most relevant planning history associated with the site is noted below:

- 18/03248/PRE: Demolition of dwelling and erection of flats

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate for its setting.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standard (NDSS) compliant.
- The trees are appropriately protected subject to conditions.
- The level of parking and impact upon highway safety are considered acceptable.

- 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 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 60 Objecting: 60 Supporting: 1 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:

Objection	Officer comment
<i>Principle of development</i>	
The proposal does not adhere with Policy SP2.7 of the Croydon Local Plan 2018.	This is addressed in section 8.2 – 8.34 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area, 3-storey height and overbearing scale.	This is addressed in section 8.5 to 8.11 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties during construction – disturbance, noise, traffic and pollution.	Construction hours and related disturbance will be controlled via conditions
VSC, windows assessment at no.54 are incorrect	The Sunlight and Daylight Assessment states that windows 2 & 3 at 58 Welcomes Road and windows 15 & 16 at 54 Welcomes Road are equal in size. The objector stated that windows 15 & 16 serve studies which are non-habitable rooms. Therefore the potential impact from the proposal would not be significant.
<i>Impact of the development on the future occupiers</i>	
Loss of garden, no children play ground private amenity areas.	This is addressed in section 8.12 to 8.16 of this report.

Over development. Units are small and cramped	This is addressed in section 8.12 to 8.16 of this report.
One parking space is next to proposed window	This is addressed in section 8.13 of this report.
Access for disabled	This is addressed in section 8.12 to 8.16 of this report.
<i>Trees and ecology</i>	
Impact on wildlife and habitat	This is addressed in sections 8.30 to 8.31 of this report.
<i>Highways and parking</i>	
Insufficient parking provision.	This is addressed in section 8.22 to 8.27 of this report.
Increased risks due to increased traffic and no separation of pedestrians and vehicles	This is addressed in section 8.22 to 8.27 of this report.
There is no swept path drawings provided	This is addressed in section 8.22 to 8.27 of this report.
Access for dust cart	This is addressed in section 8.22 to 8.27 of this report.
<i>Other material considerations</i>	
Flood risk issues	This is addressed in section 8.29 of this report.
No evidence of CIL used for infrastructure	This is addressed in section 8.32 of this report.
Bins and cycle stores are inadequate	This is addressed in section 8.25 to 8.26 of this report.

6.3 Cllr Steve O'Connell objected to the proposal on the grounds below:

- Over-development
- Detrimental to character of the area
- Cumulative effect by the developments already approved
- Negative impact on parking overspill and air quality

6.4 Residential Association objected to the proposal on the grounds below:

- Lack of accessibility
- Overlooking
- Inadequate Parking
- Waste Management
- Pedestrian buffer is provided but how to restrict overflow vehicles
- Impact on trees
- Contrary to Croydon SPD2 and other policies

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 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:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- 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 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor 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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 **MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and Biodiversity
8. Other matters

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand in the capital, helping to address overcrowding and affordability issues.

8.3 The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other material impacts, a residential scheme such as this is in principle supported.

- 8.4 Policies aim for there to be no loss of 3 bedroom homes as originally built, homes under 130m² and that 30% of homes should be family homes (including 2 bed 4 person homes). The existing building on site is a three/four bedroom bungalow. The existing floor area is approx. 197m². The scheme proposes 9 family units (3 x 3 bedroom, 5 persons units and 6 x 2 bedroom, 4 person units) which exceeds 30%, so there is a net uplift in family homes.

Townscape and Visual Impact

- 8.5 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. The existing dwelling has been extended to the side elevation.
- 8.6 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, respecting local character. The proposed building would be 3 storey. The proposed design approach is sympathetic to the surrounding area. The design deals with the constraints of the site whilst maximising the number of units to be provided.



Figure 3: Proposed Front Elevation



Figure 4: Proposed Rear Elevation

- 8.7 The proposed building would be reduced in width from the existing building and it would be setback from both side boundaries. It would have a pitched roof respecting the existing roof form. The proposal creates an acceptable scheme which is a positive addition to the area. The proposed front elevation includes front gables, with distinctive projecting bay features. The front and rear have in-set balconies within the built form and the front also has Juliet balconies. The nature of this part of Welcomes Road is defined by buildings which are in the main, individual in style set within large, spacious plots. The proposed design is considered to respect the wider area, with the appearance from the roadside of a large detached dwelling.
- 8.8 The proposal would utilise brick walls with hanging tiles, aluminium windows, timber doors and roof tiles. Details of all external facing materials and key junctions including sample boards of facing materials, fenestrations and finishes will be controlled via a condition.
- 8.9 The proposal would provide communal space at the front and side of the building. Shared amenity space and children's play area will be located close to the southern boundary. To the rear of the building land levels rise substantially and children's play space is shown in this area on the drawing. The landscape to the rear works with the levels as much as possible but a condition is recommended. Bicycle storage will be located close to the northern boundary. To the front of the building, existing car access at northern side and other access routes will be removed and some of the trees and vegetation will be retained. Car parking will be at the front and there will be green space, trees and vegetation. New access to the site will be at southern side. Refuse/bin storage will be close to southern boundary of the site. There will also be soft boundary treatment at the front boundary separating the site and the main road.
- 8.10 The proposed location of refuse stores being close to front entrance and less than 20m from the road is considered acceptable for both future occupiers and refuse collection.

It should provide at least 1,320 ltrs in total based on the number of bedrooms proposed. The proposed materials and detailed design are not clear on the drawings. It should have high quality materials and its design should be sympathetic to the main building. Further details of the refuse stores will be controlled via condition.

- 8.11 Overall the scheme is considered to be a sensitive intensification of the site which makes the best use of the site, creates a homogenous development, which is of an appropriate scale and that respects the existing character of the wider area. It is considered acceptable subject to conditions.

Housing Quality for Future Occupiers

- 8.12 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to units, bedrooms and floor to ceiling heights. All units would be afforded adequate private amenity spaces. Most of proposed habitable windows and all private amenity space would face west or east. Therefore the units would receive acceptable amount of daylight and sunlight. The section drawings provided by the applicant show that the topography at the back of the property would not have significant impact on outlook to the rear windows at ground floor level. A condition will be recommended to require details. Windows at ground floor level at side and rear elevations need to be obscured glazed up to 1.7 metres from the internal floor height to protect overlooking issue from communal path, which will be conditioned.
- 8.13 Concerns were raised by public that one of the parking bays is close to front windows. The parking will be 1.5m from the terrace and 2.5m from openings of flat 3 and there will be vegetation and soft treatment in between. Therefore on balance it is considered acceptable.
- 8.14 The proposed building would have level access internally as well as externally from the building. It is noted that the large part of the green space at the rear of the application site is constrained by topography. Therefore it would be difficult to provide communal area/child space in this area. A child play space/ outdoor communal space is shown to be provided on southern side of the site which would be approx. 42 sqm with vegetation/trees along the boundary. It would be separated from the parking area at front. Given the constraint of the site and that all units will have sufficient internal floor area and private amenity space, the proposed communal area/child space is considered acceptable. A detailed landscaping scheme is proposed to be secured by condition.
- 8.15 In terms of accessibility, given the topography of the area at the rear of the site, level access is not provided to the back where the slope is. Flats 1 and 2 at ground floor level are potentially adaptable for M4 (3) users, taking into account their overall size. This can be secured by condition.
- 8.16 The development is considered to result in an acceptable quality development including 3 x 3 bedroom family units and 6 smaller family units as well as all units having acceptable private amenities and capacity to provide child playspace and communal space which overall provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.17 The properties that have the potential to be most affected are the adjoining occupiers at 54 and 58 Welcomes Road. 39 and 41 Abbots Lane are located to the rear and 53 and 55 Welcomes Road are located opposite on Welcomes Road. Figure 4 below indicates locations of the neighboring properties.



Figure 5: Proposed Block Plan

53 and 55 Welcomes Road, 39 and 41 Abbots Lane

- 8.18 There would be more than 30 metres between the proposed building and the front/rear elevations of the four neighbouring properties above. Owing to this significant separation between the built forms and existing landscaping, overall the proposal is not considered to impact upon the amenities of these adjoining occupiers.

54 Welcomes Road

- 8.19 The proposed building will be approx. 12m from no.54's side elevation. The proposal will be pushed back from the side boundary comparing to the existing structure and it would pass 45 degree rule of thumbs. A daylight and sunlight assessment has been submitted with the proposal which indicates that the proposal would comply with BRE guidance in regards its impact upon this adjoining occupiers amenities both internally

and externally within their existing garden space. All side windows at first floor level and above will need to be non-openable and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking, which will be conditioned.

- 8.20 Overall it is therefore considered that the amenities of these adjoining occupiers would not be detrimentally affected in terms of sunlight, daylight, outlook and overlooking.

58 Welcomes Road

- 8.21 The proposal will be pushed back from the side boundary comparing to the existing structure and have a modest scale and massing. It would also pass 45 degree rule of thumbs. A daylight and sunlight assessment has been submitted with the proposal which indicates that the proposal would comply with BRE guidance in regards its impact upon this adjoining occupiers amenities both internally and externally within their existing garden space. All side windows at first floor level and above will need to be non-openable and obscured glazed up to 1.7 metres from the internal floor height to restrict overlooking, which will be conditioned. Overall it is therefore considered that the amenities of these adjoining occupiers would not be detrimentally affected in terms of sunlight, daylight, outlook and overlooking.

Access and Parking

- 8.22 The site falls within a PTAL of 1b, considered to be poor. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Policy DM30 also states that in areas of good public transport (PTAL 4 and above) the impact of car parking in any development should be reduced.
- 8.23 9 off street parking spaces are provided for the flats which falls within the London Plan standard as well as current adopted local polices of up to 1.5/unit. Number of parking provided is considered sufficient and appropriate. The applicant has indicated the dimension of parking being 2.4m x 4.8m which meets the requirement.
- 8.24 A swept path and visibility sightlines have been added on the drawing which are acceptable. In compliance with the London Plan, electric vehicle charging points are proposed to be installed in the parking area and this can be secured by way of a condition.
- 8.25 Cycle storage facilities would comply with the London Plan (which would require 18 spaces). The cycles would be stored in a purpose built structure to the side boundary, which would be accessible externally. The materials of wall and roof would match the main building. This is considered an appropriate approach to provide these facilities.
- 8.26 The location of the refuse store is checked on the drawing and it would be less than 20m from the road which is considered acceptable. The materials and detail of the

refuse structure are not clear on the drawing which will be requested via condition. It should provide at least 1,320 ltrs in total which will also be secured via condition.

- 8.27 Taking into account the sites location within a residential area, a Construction Logistics Plan (CLP) will be required via condition. The applicant needs to show that they have consulted with the Welcomes and Uplands Road Association (WURA) with regards to the CLP. A Car Park Design & Management Plan will need to be submitted for approval by the LPA prior to commencement of works.

Environment and sustainability

- 8.28 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.
- 8.29 The applicants have submitted a Flood Risk Assessment (FRA) which has reviewed the existing on-site scenario and proposed a number of mitigation methods including Geocellular soakway system and permeable paving. It is therefore considered acceptable.

Trees and Biodiversity

- 8.30 The proposal has been assessed in relation to its impact upon existing trees. 11 trees will be removed and 6 trees will have works carried out. A landscape scheme is requested to provide an overall improvement to the local landscape including adequate replacement of trees. Such a scheme should provide native non-varietal plants in line with Croydon's design guide. The landscape scheme will be conditioned.
- 8.31 There are concerns raised by public about biodiversity. The applicant submitted Preliminary Ecological Appraisal (Chase Ecology, 2019) including impacts of development on Protected & Priority habitats and species, particularly bat, bird and tree species, and identification of proportionate mitigation. Ecological Consultant was consulted and raised no objections subject to conditions. Wildlife Sensitive Lighting Scheme and Biodiversity Enhancement Strategy need to be submitted to and approved by the Council prior to occupation of the property.

Other matters

- 8.32 Representations have raised concerns regarding local infrastructure and Community Infrastructure Levy (CIL). The development will be liable for a charge under the CIL. This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusion

- 8.33 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway network and parking provision is acceptable. The proposal is therefore overall considered to be accordance with the relevant polices.

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