

PART 6: Planning Applications for Decision

Item 6.2

1.0 APPLICATION DETAILS

Ref: 19/04535/FUL
 Location: 24 Coulsdon Court Road, Coulsdon, CR5 2LL
 Ward: Old Coulsdon
 Description: Erection of a two-storey building providing 4 x two-bedroom flats, and a terrace of 3 x four-bedroom houses at the rear; erection of 2 x four-bedroom semi-detached houses on the frontage; formation of vehicular access and provision of associated parking, refuse and cycle stores and new landscaping.

Drawing Nos: PL-050-Rev.18 (Proposed Site Layout/Roof Plan/Landscape Plan), PL-051-Rev.18 (Proposed Site Layout Ground Floor), PL-052-Rev.18 (Proposed Site Layout First Floor), PL-053-Rev.18 (Proposed Site Attic Floor), PL-060-Rev.02 (Construction Logistics Plan), PL-150-Rev.18 (Proposed Ground Floor Apartments M4(3) & M4(2)), PL-151-Rev.18 (Proposed First Floor Apartments), PL-152-Rev.18 (Proposed Roof Plan), PL-160-Rev.18 (Proposed Ground Floor Houses Front Coulsdon Court Road), PL-161-Rev.18 (Proposed First Floor Houses Front Coulsdon Court Road), PL-162-Rev.18 (Proposed Attic Floor Houses Front Coulsdon Court Road), PL-163-Rev.18 (Proposed Roof Plan Houses Front Coulsdon Court Road), PL-170-Rev.18 (Proposed Ground Floor Plan Houses to Rear), PL-171-Rev.18 (Proposed First Floor Plan Houses to Rear), PL-172-Rev.18 (Proposed Attic Plan Houses to Rear), PL-173-Rev.18 (Proposed Roof Plan Houses to Rear), PL-250-Rev.18 (Proposed Apartment Elevations 01), PL-251-Rev.18 (Proposed Apartments Elevations 02), PL-260-Rev.18 (Proposed Elevations Houses Facing Coulsdon Court Road 01), PL-261-Rev.18 (Proposed Elevations Houses Facing Coulsdon Court Road 02), PL-270-Rev.18 (Proposed Elevations Houses to Rear 01), PL-271-Rev.18 (Proposed Elevations Houses to Rear 02), PL-300-Rev.18 (Site Elevations 01), PL-301-Rev.18 (Site Elevations 02)

Applicant: Macar Developments
 Agent: Paul Lewis
 Case Officer: Joe Sales

	2 bed	4 bed
Existing		1
Proposed flats	1 (3 person) 3 (4 person)	
Proposed Dwellings		5 (6 person)

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
14	8 (apartments only)

- 1.2 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received, it has been referred by a Ward Councillor (Councillor Bird) and committee consideration has been requested by Hartley & District Residents' Association (HADRA).

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 materials to be submitted.
3. Hard and soft landscaping including boundary treatment and retaining walls to be submitted.
4. Details of child's play space to be submitted for approval.
5. Details (materials, height) of refuse collection enclosures to be submitted to and approved prior to occupation.
6. Details of electric vehicle charging point to be submitted.
7. Details of the privacy screens to the apartments to be submitted.
8. Details of site specific SuDS and flood mitigation measures to be submitted.
9. Details of visibility splays to be submitted.
10. Parking spaces to be laid out within the site in accordance with the approved plans.
11. Construction of the development to be carried in accordance with the approved Construction Logistics Plan.
12. Development to be constructed in accordance with the approved Tree Protection Plan and Arboricultural Statement.
13. Removal of permitted development rights to houses.
14. No additional windows in the flank elevations.
15. 19% Carbon reduction
16. 110 litre Water usage
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) Ecology consideration
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of a two-storey building providing 4 x two-bedroom flats, a terrace of 3 x four-bedroom houses at the rear; erection of 2 x four-bedroom semi-detached houses on the frontage.
- Provision of 14 car parking spaces.
- Provision of associated refuse and cycle stores.
- Provision of private amenity space for all dwellings.
- Retention of the existing house with alterations to its associated amenity space.

3.2 During the course of the application amended plans have been received which amended the designs of the proposed dwellings however, these changes were not considered significant enough to re-notify the neighbours. The changes included the following:

- Amendments to the site layouts including boundaries of proposed and existing amenity space.
- Front doors have been introduced to all of the houses.
- Removal of the central window from the frontage of the pair of semi-detached dwellings.
- Addition of a prominent front door to the block of apartments towards the rear of the site.
- Minor internal alterations as a result of the relocation of the front doors.

Site and Surroundings

3.3 The application site comprises the residential curtilage of a detached two storey dwelling house on the south west side of Coulsdon Court Road.

3.4 The surrounding area is residential in character, mostly consisting of detached properties set in large plots. The immediate neighbouring properties have wide frontages, which narrow as you travel down Coulsdon Court Road. Opposite the site is Coulsdon Manor Golf Club, designated as Metropolitan Green Belt, an Archaeological Priority Area and a Locally Listed Historic Park and Garden.

- 3.5 The site itself has no designations in the Croydon Local Plan (CLP) (2018), but there is a Tree Preservation Order (TPO) covering trees on the site. Coulsdon Road to the rear is a classified road.
- 3.6 The application site has a poor PTAL of 1b. The District Centre of Coulsdon is 0.9 miles from the site.

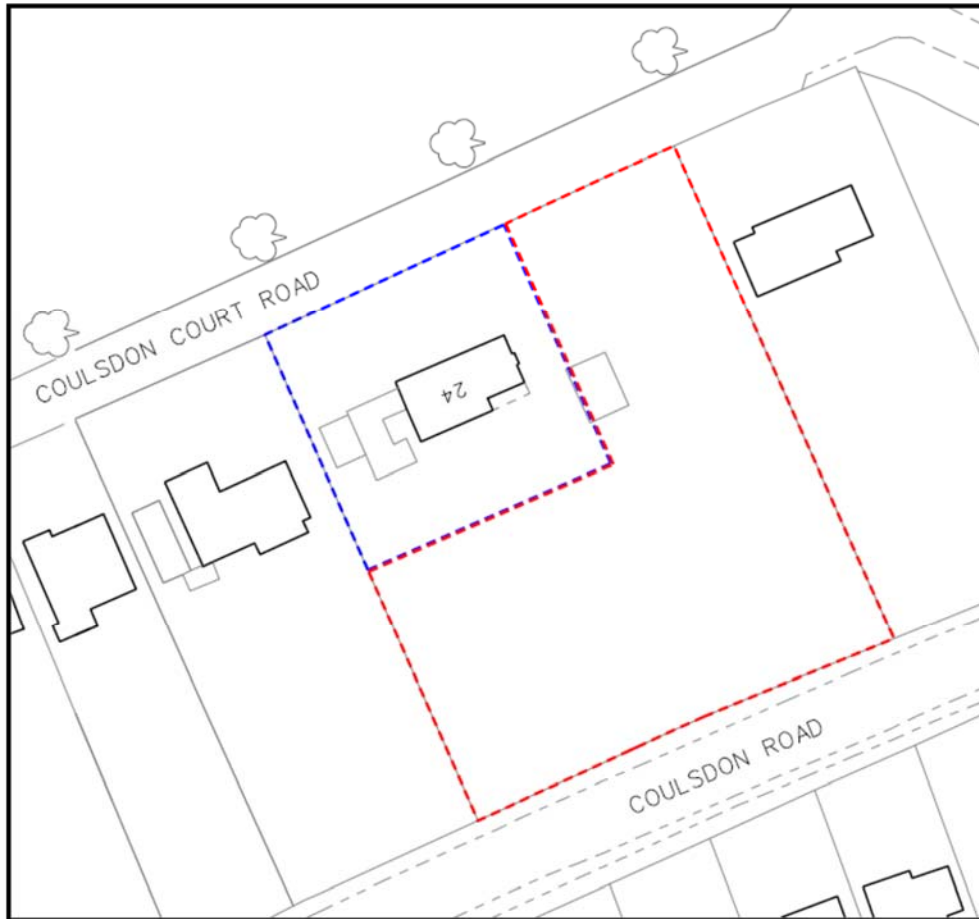


Fig 1: Location Plan

Planning History

- 3.7 The following planning history is relevant to the application site.

18/05485/FUL Erection of 2 x three storey buildings to rear of site comprising 8 flats and erection of 1 x three storey dwelling fronting Coulsdon Court Road, with creation of associated vehicular accesses, parking and landscaping

REFUSED 22nd of March 2019, APPEAL ALLOWED.

20/00207/UTP Contravention file opened – works commenced without discharging pre-commencement conditions. An investigation found that preliminary works were being undertaken to implement the above planning permission but all relevant conditions had not been complied with.

Following dialogue with the relevant parties works were stopped.

- 3.8 The proposed development (ref 18/05485/FUL) was considered to be an underdevelopment of the site which resulted in a failure to make efficient use of the land and therefore not optimising the contribution towards the borough's need for different types of housing, linked mainly to the provision of a large, 6-bed, family house at the front of the site. Furthermore, the development would be out of keeping with the character of the locality and detrimental to the visual amenity of the street scene by reason of its layout, siting and footprint.
- 3.9 A subsequent appeal was allowed on the 2nd of August 2019. In summary the inspector stated that 'apart from a small number of properties on Coulsdon Court Road, most of them fill the width of their plats, leaving little separation to the boundaries with a double width hardstanding area situated to the front. Some of these have low level brick walls with few or no hedges or trees along their front boundaries.'
- 3.10 It was therefore concluded that the proposed development would have an acceptable relationship with the existing streetscene and would not be harmful to the character or the appearance of the wider area.
- 3.11 In terms of the underdevelopment of the site, the Inspector noted that planning policies require land to be used efficiently. However, it was considered unlikely that the site could accommodate much more built form because of the need to protect the character and appearance of the area, the constraints imposed by trees on the site and the requirement to provide an access to the rear to develop this part of the site.
- 3.15 The Inspector noted that the target in SP2.7 is for homes with three or more bedrooms, i.e. not solely for homes with 3 bedrooms and the proposed 6-bedroom unit therefore met this policy aim. Furthermore, the Inspector had not been provided with any data regarding the number of new dwellings on allocated sites expected to have 3 or more bedrooms, or the number that have thus far been built. Consequently, it was unknown what percentage of the 30% overall target in SP2.7 was to be met from allocated sites, or what percentage had been delivered.
- 3.16 The Inspector concluded that the land would be used efficiently and that the proposed development would accord with sub paragraphs SP2.1, SP2.2 and SP2.7 of Policy SP2 of the CLP and the requirement of section 11 of the National Planning Policy Framework (the Framework) to use land effectively. Accordingly, a greater number of dwellings to trigger affordable housing provision would not be justified on this occasion.

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, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- Sustainability aspects can be controlled by conditions.
- Access, parking and turning arrangements are acceptable.

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 37 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: Objecting: 23 Supporting: 1

- 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
Design and appearance	
Overdevelopment of the site.	Addressed within Townscape and Visual Impact section.
Out of character.	Addressed within Townscape and Visual Impact section.
Impact on amenities of neighbouring properties	
Loss of light to neighbouring properties.	Residential Amenity for Neighbours section.
Overlooking and loss of privacy for neighbours.	Residential Amenity for Neighbours section.
Landscape/Trees	
Impact to existing trees.	Assessed within Trees & Landscaping section.
Transport and Parking	

Negative impact on highway safety.	Addressed within Access & Parking section.
Parking overspill.	Addressed within Access & Parking section.
No construction logistics plan submitted.	Addressed within Access & Parking section.

- 6.4 Councillor Margaret Bird referred the application to Planning Committee and raised objections on grounds of development which is not in keeping with the existing area and concerns relating to highways safety.
- 6.5 The Hartley & District Residents Association have also objected to the proposals as a result of overdevelopment, lack of an arboricultural assessment, parking provision, highways safety, loss of privacy to neighbouring properties as a result of overlooking, lack of a health impact assessment, lack of child's play space and that a Construction Logistics Plan did not form part of the application.
- 6.6 The residents association also raised an issue with regards to the public consultation of the application however, the council have carried out the consultation in accordance with the The Town and Country Planning (Development Management Procedure) (England) Order 2015 and are satisfied that the immediate neighbours were notified accordingly.

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
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- 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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

7.7 Emerging London Plan

7.8 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in

its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.9 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.10 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.11 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

8.0 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the Planning Committee are required to consider 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 Landscaping
 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. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.
- 8.3 The application is for 9 new dwellings, providing additional homes within the borough, which the Council is seeking to promote. 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 impact issues, the principle of residential intensification is supported.
- 8.4 Strategic policy 2.7 states that the council will seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes. A strategic target has been set for 30% of all new homes up to 2036 to have three or more bedrooms. The proposals provide 4 four-bedroom dwellings which contribute to meeting this target.
- 8.5 Policy DM10 provides detailed guidance, setting out that proposals should respect the development pattern, layout and siting; scale, height, massing and density; and appearance and materials of the area. At para DM10.4e it states that *"development in the grounds of an existing building which is retained [should retain] a minimum length of 10m and no less than half or 200m² (whichever is the smaller) of the existing garden area... for the host property after the subdivision of the garden"*
- 8.6 The current rear garden area of the existing dwelling, number 24, measures at approximately 1517m². The proposed development would result in the host property having a rear garden of 10.2m in length and a rear garden area of 250m². As such it meets the detailed criteria of policy DM10 which states that the retained garden must be a minimum of 10m in length and half or 200m² of the retained rear garden of the existing and retained garden.
- 8.7 The proposal and principle of development is therefore considered to be acceptable in this regard and meets the tests as set out within Policy DM10 of the Croydon Local Plan.

Townscape and Visual Impact

- 8.8 The existing garden is large in size and it has therefore been established that the principle of development is acceptable within this location. The majority of the buildings on Coulsdon Court Road comprise of two storey detached dwellings. Features of the dwellings include traditional pitched roofs with clay tiles, brick/white render facades with timber features to the elevations.

Site Layout/Massing

8.11 The height of the proposed buildings are two storey with accommodation in the roof space which respects the existing built form of the immediate area whilst also complying with section 2.10 of the Suburban Design Guide.



8.12 A new access to the south of the existing dwelling will allow vehicles to enter and exit the development. The other dwellings will have designated car parking

spaces situated outside of the block comprising the apartments and to the front and sides of the terrace of three dwellings. Given that the proposed parking layout does not dominate the proposed site plan, the parking and access arrangements are not considered to have a minimal impact on the character of the area and are compliant with objectives of the Suburban Design Guide.

- 8.13 The orientation of the proposed buildings have been designed so that they all front onto Coulsdon Court Road. Coulsdon Road runs along the rear of the site however, given the topography of the land which is set up from the highway and the narrowness of the road, it is considered that the current site arrangement is the most practical in terms of causing minimal impact to the character and street scene of the existing area.

Street scene

- 8.14 Although the proposed scheme differs slightly from the scheme that was allowed at appeal ref. **APP/L5240/W/19/3226118**, the acceptability of the development in terms of the impact to the street scene has been established as set out within the Inspector's report which is now a material consideration when assessing this planning application.
- 8.15 It was stated within the Inspectors report that the dwellings along the street fill the width of their plots and therefore the infill of the garden area to the side of the existing house would be acceptable. It was concluded that the proposed development would have an acceptable relationship with the streetscene and would not be harmful to the character or the appearance of the wider area.
- 8.16 Furthermore, front driveways and hardstanding are a common feature to the front of the existing properties along Coulsdon Court Road. Given this common feature of the existing street scene, the proposed parking and entrance arrangements which will front directly onto Coulsdon Court Road are considered acceptable and will cause minimal harm the existing street scene.



Fig.3-Coulsdon Court Road Street scene Elevation

Semi-Detached Houses

- 8.17 The proposed building which comprises the semi-detached dwellings fronts onto Coulsdon Court Road. The design of the building has been informed by features which can be found within the immediate area such as the brick walls, hanging tiles and the gable features located on the front elevation.
- 8.18 The dwellings are served by two front doors which are seen from the street scene which ensures that they are read as two separate dwellings. A dormer is located within the roof of the proposed dwellings and a modern window is situated within the apex of both gables.
- 8.19 Through the use of traditional features the proposed dwellings are considered to cause minimal impact to the street scene and integrate into the wider area through respecting its character.



Fig 4. Semi-Detached Dwellings Front Elevation

Terraced Dwellings

- 8.20 The terraced dwellings located to the rear of the site have been designed with similar materials to those used on the pair of semi-detached dwellings. The use of gables and dormers ensure that the building integrates into the character of the existing area.

8.21 The proposed building comprises three separate entrances which ensures that the building is read as three dwellings. The proposed fenestration of the building also assists in presenting the building as 3 units.



Fig.5-Terraced Dwellings Front Elevation

8.22 As with the semi-detached dwellings, the use of traditional features and materials ensures that the proposed terraced of three dwellings cause minimal impact to the existing street scene and integrate into the wider area through using materials its character.

Apartments

8.23 The apartment block has been designed to integrate into the proposed development as well as the wider area.

8.24 The roof comprises a hipped roof, a common feature found within the existing street scene. A clear and legible access has been provided on the front elevation which is consistent with the proposed and existing buildings within the existing area. This access is situated under a flat roof which comprises a terrace for flat no.3. Whilst this is not a common feature found within the local area, given that the apartment is set back from the road and that it will provide amenity space for the proposed flat, on balance, this element of the building is acceptable.



Fig.6-Apartments Front Elevation

8.25 As mentioned previously, all of the proposed buildings will incorporate traditional features such as red brick for the external walls as well as hanging tiles on the first floor level. The proposals will include prominent gables to the front elevations of the terraced and semi-detached dwellings as well as pitched roofs. White Upvc Georgian style windows will be used for the fenestration of the building and it is considered that all of these traditional features are consistent with those found along the street.

8.26 Therefore, having considered all of the above, against the backdrop of housing need as well as the allowed appeal officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.27 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).

8.27 The proposed houses provide living accommodation on the ground floor levels such as kitchens and living areas whilst the bedrooms are located on the upper floors. The dwellings provide a generous amount of living space and the proposed fenestration ensures that the houses are served by sufficient daylight. Furthermore the units provide sufficient outlook for the occupiers of the properties.

8.28 The proposed apartments are arranged over one floor and the layouts have been rationalised to provide functional spaces. The amenity spaces for the apartments are all accessed off the living room and a further amenity space is located off the bedroom no.1 within apartment 3. All of the proposed units are dual aspect and have good access to light and outlook.

- 8.29 With regard to external amenity space, the London Housing SPG states that a minimum of 8-11sqm of private outdoor space should be provided for 4 bedroom dwellings and 6-7sqm is required for 2 bedroom dwellings. All of the units provide sufficient amenity space which is in accordance with the London Housing SPG and the Croydon Local Plan. A communal amenity space area is provided to the side of the block of flats which is considered to be conveniently sited for the units.
- 8.30 In terms of accessibility, one of the apartments has been designated as an M4 (3) unit to be accessed by a wheelchair user to ensure that 10% of the proposed residential units are M4 (3) compliant. The proposed wheelchair accessible dwelling has direct access onto the private amenity space allocated for these units which will also be secured by secured by condition.
- 8.31 The 3 terraced dwellings houses are M4(2) compliant as they provide step free access into the building with a WC, kitchen and living facilities located on the ground floor where the front step free access is located.
- 8.32 The proposed steps to the pair of semi-detached dwellings facing the street scene are required due to the topography of the land and as the proposed building is set down from the existing street. It is therefore not possible to provide a ramp to these dwellings as this would've been too steep to accommodate a wheelchair user and would have resulted in significant clutter at the front of the site.
- 8.33 The development is considered to result in a high quality development including 9 new dwellings, five of which are family houses, all with substantial amenities and overall providing an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

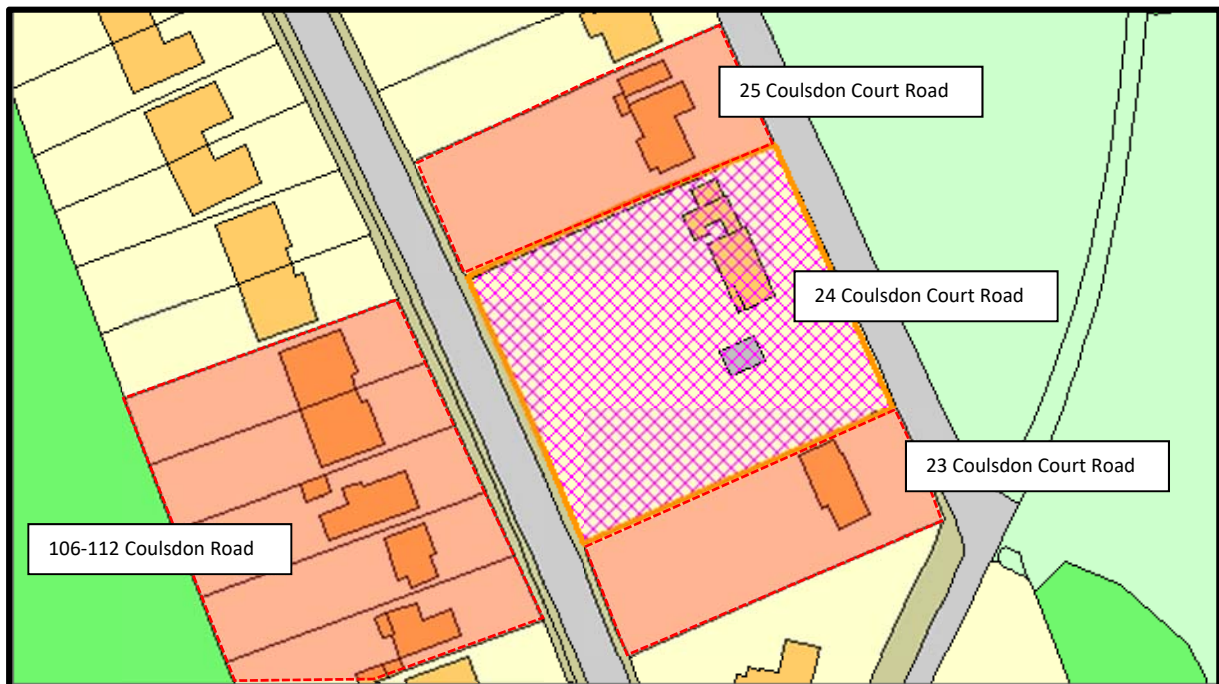


Fig.7: Neighbouring properties affected

8.34 The main properties that would be affected by the proposed development are the existing dwelling at 24 Coulsdon Court Road as well as the properties at 23 and 25 Coulsdon Court Road. The houses to the east of the site will also be affected (106-112 Coulsdon Road).

8.35 The location and orientation of the proposed dwellings has been designed so that the front elevations of all 4 buildings including the existing dwelling all face towards the north-east. This design ensures that the privacy of the proposed and existing dwellings is retained as there is a significant distance between the existing and proposed front and rear elevations.

24 Coulsdon Court Road

8.36 The outlook and amenity of the residents at the existing dwelling will change as a result of the proposed development. In terms of the separation distances between the existing dwelling and the new buildings, these are compliant with the aims of the Suburban Design Guide which aim to protect the amenity of 3rd party dwellings when such development on existing gardens is proposed. The separation distance of 18m ensures that there is no adverse impact to the outlook or amenity of the existing occupier. Furthermore, the retention of the 10m in length of the existing garden will mitigate any impact of overlooking

25 Coulsdon Court Road

8.37 Number 25 Coulsdon Court Road is located to the south of the site and comprises a detached dwelling. The proposed pair of semi-detached dwellings

does not intersect the 45 degree line, in plan or elevation, measured from the centre of the nearest window serving a habitable room of the ground floor. The proposal is located on the north side of this building and so would have a minimal impact on light. In this regard the impact of the proposals are considered acceptable when assessed against the Suburban Design Guide.

8.38 It should be noted that there is a window which serves a bedroom towards the front of the building on the flank elevation, but it is considered to be secondary, as there is a main window in the front elevation. Whilst it is considered that the proposal will change the outlook of this window the separation distance of 25.6m between the proposed and existing building is sufficient to cause minimal impact and the front window would be unaffected.

8.27 With regards to the apartment block to the rear of the site, the separation distance is over 18m and is compliant with the Suburban Design Guide. This is sufficient space to ensure that there is minimal impact to the adjoining occupiers in terms of outlook and amenity.

23 Coulsdon Court Road

8.28 23 Coulsdon Court Road is located to the north of the proposed development site. The existing detached dwelling is situated 3m away from the boundary separating numbers 24 and 23. The buildings to the rear would be approximately 19.5m from its rear elevation which is sufficient to ensure that the amenity and outlook of the adjoining neighbouring property is retained whilst also meeting the aims and objectives of the Suburban Design Guide.

106-112 Coulsdon Road

8.29 These properties are located to the east of the proposed development and will look onto the rear of the terrace of 3 dwellings and the block comprising 4 apartments. The separation distance between these properties and the proposed development is 30m and given that that Coulsdon Road is situated between the proposed and existing dwelling, there will minimal impact caused on the amenity or privacy of the adjoining occupiers along Coulsdon Road.

Access and Parking

8.30 The site has a PTAL rating of 1b which means that it has relatively poor access to public transport (with Coulsdon Town Railway Station/Coulsdon South Railway Station and Coulsdon District Centre a 20 minute (1 mile) walk away).

8.31 It is proposed to create 14 off street car parking spaces, with direct access off Coulsdon Court Road. It should be noted that the existing driveway of number 24 Coulsdon Court Road will be retained to provide car parking to the existing house.

8.32 The proposed parking provisions are in accordance with the London Plan and meet the standards as set out within table 6.2.

- 8.33 It is therefore considered that whilst the proposal sits towards the upper level of parking provision, this is not overall considered to be a reason to refuse the application.
- 8.34 The entrance to the site will utilise the existing highway crossover which is currently in use. The width of the access will be 3.7m and the road will exceed the 4.8m depth away from the public highway as set out within the Suburban Design Guide. With regards to visibility splays, details of these will be secured by condition.
- 8.35 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.36 Concern has been expressed with regard to construction vehicles accessing the site. Prior to any works taking place on site, a Construction Logistics and Management Plan has been submitted to the council as part of the planning application and this has been approved by our Impact Assessment Engineer. A condition has been proposed which will ensure that all works are carried in accordance with the approved Construction Logistics and Management Plan.
- 8.37 Given that some of the residential units are family houses it is considered that cycle and refuse storage can be provided within the curtilage of the houses or within the garden areas of the proposed units.
- 8.38 A refuse store and collection point is located within the curtilage of the site which will serve the apartment block. The intention is that refuse vehicles will be able to enter the site and exit in forward gear. A tracking diagram has been provided to demonstrate that the site can accommodate this. The Suburban Design Guide recommends that any refuse store must be located within 20m from the existing street, for collection purposes and 30m from the front door of the proposed dwelling. The proposed location of the refuse store exceeds this limit, however, given that a refuse truck can enter and exit the site in forward gear it is considered that this arrangement is acceptable. Officers are satisfied that the bins can be adequately serviced and a condition is recommended to secure full details for the design of these. It is therefore considered that the proposed arrangement, on balance, is acceptable.
- 8.39 The access to the refuse point will be secured in order to prevent any anti-social behaviour from occurring in the sheltered entrance area and full details of this arrangement will be secured by condition.
- 8.40 Cycle storage for the apartments is located externally, however given the size of the site it is considered that on balance this arrangement is acceptable. Full details of the cycle store will be conditioned to ensure that a secure cycle store system is implemented.
- 8.41 It should be noted that the parking provision is similar to that of the appeal decision ref. APP/L5240/W/19/3226118 which was allowed and therefore the

Environment and Sustainability

Food Risk

Trees and Landscaping

existing protected trees on site and new trees are proposed as part of the new development.

Fig 8: Existing Tree Plan

- 8.45 A full tree and arboricultural assessment have been submitted as part of the planning application. The Tree Protection Plan has been reviewed by the council's tree officer and is considered acceptable and will be conditioned as part of the decision notice.
- 8.46 There is no objection from a tree perspective with regards to the landscaping proposals and the impact to the existing trees, subject to the submission of a detailed landscaping scheme which will be secured by a suitable condition.

Other matters

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

Conclusions

- 8.48 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no significant adverse impacts on neighbouring occupiers. The impact on the highway network is considered acceptable with sufficient car parking being made available in an area of a low PTAL. Therefore, the proposal is considered to be in accordance with the relevant policies.
- 8.49 All other relevant policies and considerations, including equalities, have been taken into account.