

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/01172/FUL
 Location: 93 Blenheim Park Road, South Croydon, CR2 6BL.
 Ward: South Croydon
 Description: Erection of a part single, part two storey side extension, rear extension, alterations and extensions to the roof and conversion of the property into 4 self-contained units.
 Drawing Nos: J-11686 –LP-001 Rev 1 (19.03.2021); J-11686 –PP001 (Existing); J-11686 (Existing); J-11686 –PP002 (Existing); J-11686 –PP003 (Existing); J-11686 –PP004 (Existing); J-11686 –PS001 (Existing); J-11686 –PE001 (Existing); J-11686 –PE002 (Existing); J-11686 –PE003 (Existing); J-11686 –PE004 (Existing); J-11686 –PV001 (Existing); J-11686 –PV002 (Existing); J-11686 –PP001 (Proposed)(Amended 21.04.2021); J-11686 (Proposed)(Amended 21.04.2021); J-11686 –PP001 (Proposed)(Amended 21.04.2021); J-11686 –PP002 (Proposed)(Amended 21.04.2021); J-11686 –PP003 (Proposed)(Amended 21.04.2021); J-11686 –PP004 (Proposed)(Amended 21.04.2021); J-11686 –PS001 (Proposed)(Amended 21.04.2021); J-11686 –PE001 (Proposed)(Amended 21.04.2021); J-11686 –PE002 (Proposed)(Amended 21.04.2021); J-11686 –PE003 (Proposed)(Amended 21.04.2021); J-11686 –PE004 (Proposed)(Amended 21.04.2021); J-11686 –PV001 (Proposed)(Amended 21.04.2021); J-11686 –PV002 (Proposed)(Amended 21.04.2021).
 Applicant: Mr James Cohen of Urban Planning Practice
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision	2	1		1		4

	Car parking spaces	Cycle parking spaces
Existing	1	0
Proposed	4	8

- 1.1 This application is being reported to Planning Sub Committee because objections above the threshold in the Committee Consideration Criteria have been received and it has been referred by a ward councillor.

2.0 RECOMMENDATION

- 2.1 That the Planning Sub 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. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan
4. Details of facing materials
5. Landscaping
6. Electric Vehicle Charging Points
7. Cycle parking and refuse
8. Car parking
9. Visibility splays
10. Restricting use of the flat roof
11. Installation of a Water Butt
12. Tree protection plan
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1)CIL
- 2)Code of practice for Construction Sites
- 3)Light pollution
- 4)Boilers
- 5)Waste notice
- 6)Sound insulation
- 7)Wildlife
- 8)Proposed works only
- 9)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 part single, part two storey side extension and rear extension.
 - Alterations and extensions to the roof.
 - Conversion of the property from a single-family dwellinghouse to 4 self-contained units.

- Provision of 2 x 1-bedroom flats, 1 x 2-bedroom (3 person) flat, 1 x 3-bedroom flat.
- Provision of 4 off-street parking spaces.
- Provision associated refuse/cycle stores.

3.2 Amended plans were received on 05.10.2020 and 21.04.2021 which changed the layout of the front hardstanding in order to move the vehicle crossover away from the street tree, remove the private amenity for units 3 and 4 and increase size of communal amenity, straighten steps down to front entrance to allow defensible space in front of unit 2, bedroom 2 and amend the size of the bulky goods waste storage. The amendments were relatively minor and a neighbour renotification was not necessary.

Site and Surroundings

3.3 The application site is a semi-detached property situated on the east side of Blenheim Park Road. There is a change in levels on site where the site slopes from the front of the site down to the rear.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Kingswood Way, properties have a setback from the highway normally behind frontages of soft landscaping and hardstanding with low boundary treatments. The majority of properties appear to be semi-detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 1b.



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

Planning History

3.5 19/04502/HSE - Erection of a part single, part two storey side and rear extension.
– Approved 25.11.2019

19/04503/LP - Erection of a single storey rear extension, front porch and a loft conversion including a rear dormer and roof lights – Granted 11.11.2019

19/04598/GPDO - Erection of a single storey rear extension which projects out 6 metres from the rear wall, with an eaves height of 2.9995 metres and a maximum height of 3.34 metres - Prior Approval No Jurisdiction 13.11.2019

19/05828/LP - Hip to gable loft extension and erection of a dormer – Granted 05.02.2020

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 (2021) and Croydon Local Plan (2018) and emerging housing targets. The proposed development would provide an appropriate mix of units including a three-bedroom family unit.
- The proposed extensions would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- 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 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, local ward Councillor and local MP in response to notification and publicity of the application are as follows:

No of individual responses: 24 Objecting: 24 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 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.23
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.18
Loss of light	Addressed in the report at paragraphs 8.13 – 8.18
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.18
Overlooking	Addressed in the report at paragraphs 8.13 – 8.18
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.18
Refuse store	Addressed in the report at paragraphs 8.31
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.25 – 8.32
Not enough off-street parking	Addressed in the report at paragraphs 8.25 – 8.32
Negative impact on highway safety	Addressed in the report at paragraph 8.25 – 8.32

Refuse and recycling provision	Addressed in the report at paragraph 8.25 – 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.41
Impact on wildlife	Addressed in the report at paragraphs 8.33 – 8.38
Impact on flooding	Addressed in the report at paragraph 8.40
Local services cannot cope	Addressed in the report at paragraph 8.43
Lack of affordable homes	Addressed in the report at paragraph 8.42
Impact on trees	Addressed in the report at paragraphs 8.33 – 8.35

- 6.3 Cllr. Maria Gatland (South Croydon ward) objected to the application and raised the following issues:
- Overdevelopment of site
 - Detrimental impact on neighbours in terms of noise and loss of privacy
 - Bulk and dominance

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 2021, 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:

London Plan (2021)

7.4 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

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
- DM46 – South Croydon

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 on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore

the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification.
- 8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing dwellinghouse is a 5-bed house and the proposal would provide a replacement 3-bed unit which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable.
- 8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be above this range (450 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.6 The existing property is not protected from expansion or alteration by existing policies and its intensification is acceptable subject to a suitably designed scheme coming forward. The proposal seeks to extend it and reconfigure it internally in order to provide 4 flatted units. The scheme has been specifically designed to resemble a single house that has been extended in a traditional style. Officers are satisfied that the scheme respects the street-scene.
- 8.7 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Front elevation

- 8.8 The design of the extensions would incorporate a traditional styled appearance consisting of a two-storey side extension with a gable end that is set down from the ridge height and set back from the front elevation.
- 8.9 The external design of this development has predominantly been established through planning application ref. no: 19/04502/HSE. The width of the first-floor side extension has been proposed at less than half the width of the original property whilst the ground floor ensures to maintain a minimum of 1 metre from the boundary.
- 8.10 A small alteration to the roof form has been applied to the side extension in comparison to application 19/04502/HSE. This element now appears as a subordinated gable roof. This has been applied to ensure this element ties in well with the original property and the extensions already applied.
- 8.11 Although the proposed additions would result in a significant increase in floorspace of the property, it is considered that the additions would not result in an overdevelopment of the site given the size of the plot. It is noted that some of the other properties on the east side of the Blenheim Park Road have also had significant extensions.
- 8.12 The proposal would maintain the overall street scene with the use of an appropriate materials palette with an adequate balance between render, tile, glazing and appropriate roof proportions. The main front element would present a traditional architectural response. It is noted that render and brick is characteristic of the area and as such its use would be acceptable as a facing material.

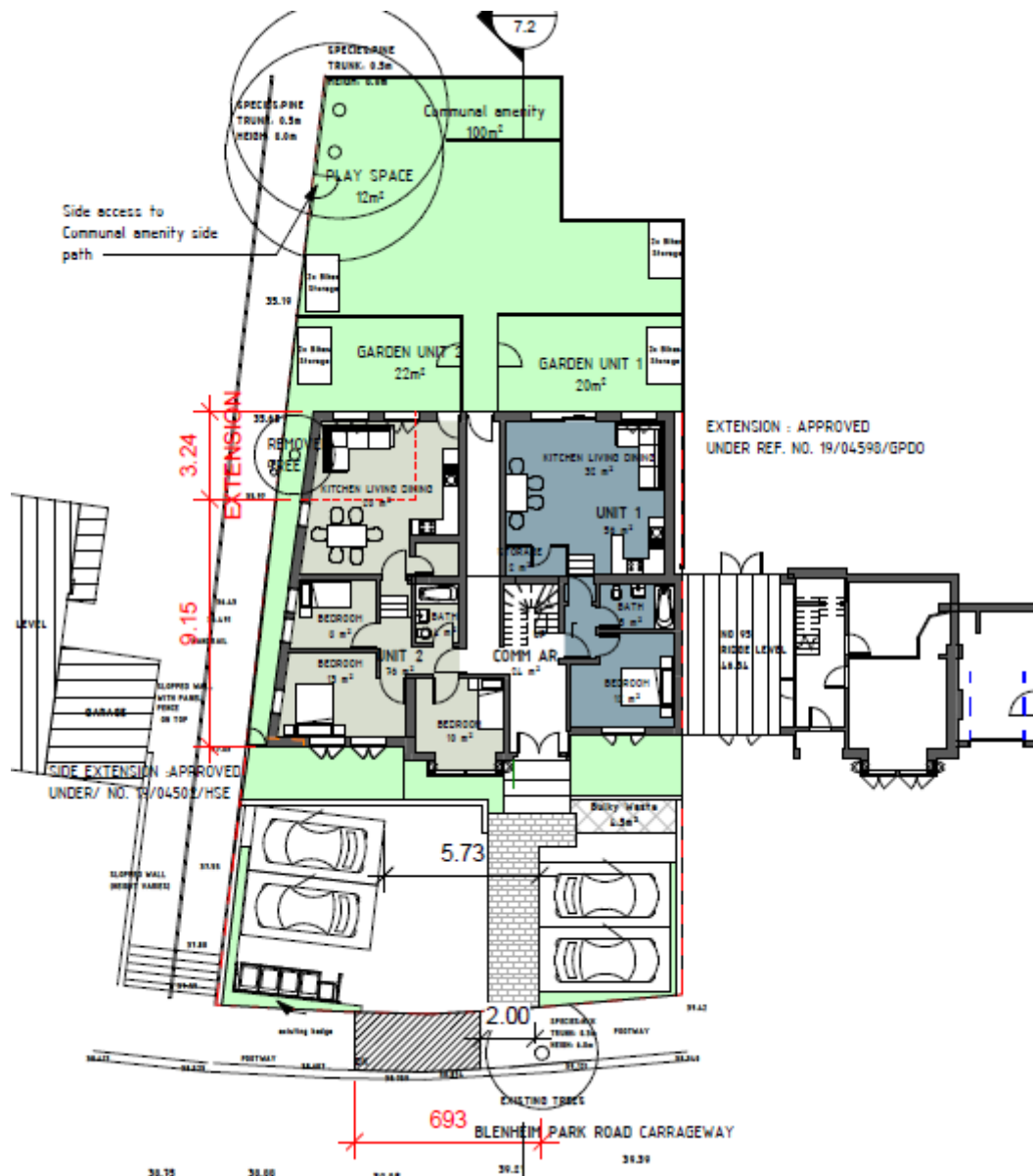


Fig 3: Proposed site plan showing proposal in relation to neighbouring properties

8.13 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. The frontage of the site would have an area of hardstanding surrounded by soft landscaping. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the front, rear and around the site boundary.

8.14 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively

intensifying it and the layout of the development would respect the streets' pattern and rhythm.



Fig 4: CGI of the front of the site from the highway

Having considered all of the above, against the backdrop of housing need, 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 respecting local character.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

8.15 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 91 & 95 Blenheim Park Road, dwellings opposite on Blenheim Park Road and to the rear on Kingsdown Avenue.



Fig 5: Proposed site plan

91 Blenheim Park Road

8.16 This dwelling is to the north and is at a similar level than the proposal site. The proposed two storey side extension is situated on the unattached side of the property with a public footpath that runs down this flank elevation. This causes substantial distancing between the host and the immediate neighbouring property. The potential impact this extension may have on neighbouring properties has already been assessed and approved under application ref no. 19/04502/HSE.

8.17 The proposed extension would not break a 45 degrees line drawn from neighbouring habitable room windows and given the positioning of windows and

separation distance from the proposed development it would not result in a significant loss of privacy and overlooking of neighbouring property.

- 8.18 Although there would be some additional overlooking of neighbouring private amenity, this amenity is already overlooked by the existing windows of neighbouring properties.

95 Blenheim Park Road

- 8.19 This dwelling is to the south and forms the other half of the semi-detached pair.

The 6m deep extension along boundary has already been granted through a previous permission. Although there may be some overlooking of the neighbouring garden from the first and second floor rear windows, it is considered that given the separation distances and the angles that there would not be a significant impact on this dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

Dwellings opposite on Blenheim Park Road and to the rear on Kingsdown Avenue

- 8.20 It is considered that given the separation distances that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

General

- 8.21 As regards 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 units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

- 8.22 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area. Unit 4 would have a floorspace of 64m² at a minimum head height of 1.5m which is above the minimum requirements.

- 8.23 Units 1 and 2 would have access to private amenity space which meets the required standard. Although no private amenity is provided for units 3 and 4, these units would be 5m² and 6m² above the required minimum internal floorspace standards to offset for the lack of private amenity. A large communal

amenity area and play space is provided. Considering that the proposal is conversion of an existing building, this is considered to be acceptable.

- 8.24 It is not proposed for the building to be accessible. Given the change in levels on the site and location of the existing door, steps are required down to the entrance, which is to be kept at the existing level. This is considered acceptable given the topographical difficulties of the site.
- 8.25 Overall the development is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity and thus accords with relevant policy.

Traffic and highway safety implications

- 8.26 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. 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. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 4.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.27 The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst ensuring the best use of land.
- 8.28 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 4 off-street parking spaces and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.29 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 8 spaces) as these are provided by way of secure cycle stores within the rear gardens of each house. This can be secured by way of a condition.
- 8.30 The refuse arrangements have been indicated on the site plan, the development would require 2x360ltr landfill bin, 2x360ltr recycling comingled recycling bin and 1x140ltr food waste bin. The refuse store and bulky goods storage area would be located towards the front of the site within 20m of the highway. Details can be secured by condition.

- 8.31 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Trees and Ecology

- 8.32 Policy DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough's woodlands, trees and hedgerows. The site is not covered by any Tree Preservation Order.
- 8.33 A pine tree on the north side of the site has been removed. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition in the event planning permission is granted. This would also encourage biodiversity.
- 8.34 There is a street tree on the pavement at the front of the site. Amended plans have relocated the vehicle crossover so that it is at least 2m from the edge of the tree trunk. A tree protection plan will be conditioned.

Other Matters

- 8.35 The site is within Flood Zone 1 (low risk of flooding) and within a Critical Drainage Area. The proposal is for extensions to an existing building. A Flood Risk Assessment has been submitted which has found that the proposed development is at low risk of flooding from all sources (fluvial, pluvial, groundwater and sewers). It is recommended that the site developer uses a combination of small-scale SUDS devices, such as rainwater gardens, permeable paving, and rainwater harvesting/water butts. A Condition has been added.
- 8.36 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, 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 LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.37 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 4 units and as such is under the threshold where the provision for affordable homes would be required.
- 8.38 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.
- 8.39 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. 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/planning balance

- 8.40 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.41 All other relevant policies and considerations, including equalities, have been taken into account.