

PART 5: Planning Applications for Decision

Item 5.1

1 APPLICATION DETAILS

Ref: 17/03844/FUL
 Location: 1 Reddown Road, Coulsdon, CR5 1AN
 Ward: Coulsdon East
 Description: Alterations; conversion to form 3 two bedroom and 3 one bedroom flats; erection of basement and side extensions and dormer extension in front roof slope; alterations to vehicular access, provision of associated cycle and car parking; provision of bin store.
 Drawing Nos: 03799-MH100 Rev A, 03799-MH101 Rev L, 03799-MH102 Rev L, 03799-MH103 Rev N, 03799-MH104 Rev M, 03799-MH105 Rev M, 03799-MH106 Rev A, 03799_MH107 Rev F
 Applicant: Mr Broad
 Agent: Mr Drew
 Case Officer: Dan Hyde

	1 bed	2 bed	3 bed	4 bed
Houses				
Flats	3	3		
Totals	3	3		
Number of car parking spaces		Number of cycle parking spaces		
3		6		

1.1 This application is being reported to committee because the Ward Councillor (Cllr Maragret Bird) made representations in accordance with the Committee Consideration Criteria and requested Committee Consideration.

2 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) The works shall be carried out wholly in accordance with the submitted plans
- 2) A landscaping plan should be submitted and approved prior to commencement of works and to incorporate SUDs where possible
- 3) Visibility splays should be submitted and approved prior to occupation of the development
- 4) Matching materials to be used
- 5) Commence the development within 3 years of the date of this decision
- 6) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Alterations;
- Conversion to form 3 two bedroom and 3 one bedroom flats;
- Erection of basement and side extensions;
- Dormer extension in front roof slope;
- Alterations to vehicular access;
- Provision of associated cycle and 3 car parking spaces;
- Provision of bin store.

3.2 This proposal differs from previously refused application 16/03094/P through:

- Removal of single storey extension facing Fairdene Road;
- Flat 1 reduced to 1 bedroom;
- Larger communal amenity space;
- Reduction in car parking spaces;
- Smaller hard standing area.

Site and Surroundings

- Residential in character
- Properties that surround the site are mixed in character consisting of detached, semi-detached and flatted properties
- The land levels on site fall from north east to south west
- The site is subject to Archaeological Priority Zone, Flood Risk Surface Water Critical Drainage area and Flood Risk from surface water 1 in 1000 year event.

Planning History

3.3 16/03094/P

Alterations; conversion to form 4 two bedroom and 2 one bedroom flats; erection of basement and side extensions and dormer extension in front roof slope; alterations to vehicular access, provision of associated cycle and car parking; provision of bin store

Refused on grounds of – Overdevelopment, impact on street scene, sub-standard accommodation, impact on neighbouring occupiers

Appeal dismissed

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme overcomes the previous refusal reasons and dismissed appeal.
- The proposal would not have a detrimental impact on the street scene given that the extensions would be subordinate to the existing dwelling, and the larger extensions proposed would be well set back from the street.
- The proposal would accord with the Technical Housing Standards – Nationally Described Space Standards, and would have acceptable living conditions for the future occupiers.
- The proposal would not prejudice highway safety or the parking situation in surrounding streets given the acceptable levels of parking that is proposed on site.
- There would be no significant harm from the proposal on the neighbouring occupiers given location of windows and the acceptability of the relationship as per the inspector's dismissal report with 1½ Fairdene Road. There are adequate separation distances to surrounding properties, utilising the changes in land levels and appropriate boundary landscaping.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 13 Objecting: 13 Supporting: 0

Referral from Cllr Margaret Bird [objecting].

- 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:

- Overdevelopment of the site
- Detrimental impact to the neighbouring occupiers residential amenities
- Not in keeping with the surrounding area

- Noise and disturbance during construction
- Impact on flooding
- Sewage and infrastructure incapable of handling development
- Impact on parking (lack of provision of off street parking)
- Unsuitable development for the area
- Unacceptable loss of garden space and wildlife habitats
- Increase in traffic on surrounding roads
- Poor location of bin store
- Cycling not relevant in local area due to relief of land
- Flat 5 is undersized

6.3 The following matters were in representations which are not material to the determination of the application:

- Safeguarding of shared access to no 1½ Fairdene Road
- Impact on neighbouring occupiers garage

OFFICER COMMENT: Both of the abovementioned issues relate to the Party Wall Act which cannot be secured through the planning process.

7 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: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

- Consolidated London Plan 2015 (LP):
 - 3.5 on Quality and design of housing developments
 - 6.13 on Parking
 - 7.4 on Local Character
 - 7.6 on Architecture

- Croydon Local Plan: Strategic Policies 2013 (CLP1):
 - SP1.2 Place Making
 - SP2.1 Homes
 - SP2.6 Quality and Standards
 - SP4.1 & 4.2 Urban Design and Local Character
 - SP6 Waste and Climate Change
 - SP8.15 Parking
- Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):
 - UD2 Layout and Siting of New Development
 - UD3 Scale and Design of New Buildings
 - UD8 Protecting residential amenity
 - T8 Parking
 - H2 Supply of New Housing
 - H7 Conversions
- There is relevant Supplementary Planning Guidance as follows:
 - SPD2 Residential Extensions (LBC)
 - Technical Housing Standards – Nationally Described Space Standards

7.4 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017 and the examination took place in May/June this year. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the committee must consider are:
1. Principle of development
 2. Townscape and visual impact
 3. Residential amenity
 4. Amenities of future occupiers
 5. Parking and cycle storage
 6. Waste and refuse
 7. Other matters

Principle of development

- 8.2 The principle of converting existing single family dwellings into flats is established across the borough, and is acceptable. In addition, the principle of flatted developments in the surrounding area is also established with flatted developments being recently completed or currently under construction. The original dwelling is

over 130m² in internal floor space and therefore does not result in the loss of a small family dwellinghouse.

Townscape and visual impact

- 8.3 The proposal would not have a detrimental impact on the townscape or have a visual impact on the street. The dismissed appeal addressed facets of the original scheme that have been rectified in this new proposal. The flat roof area to the single storey extension facing Fairdene Road has been removed, as per the comments in the inspectors report. The inspector also highlighted the balcony area in the previous application as being incongruous in the street scene, this has also been removed to allow for more space internally for the proposal flats.
- 8.4 The inspector also found the parking area in the previous application too large, this has also been rectified in this application with a smaller hard standing area. Furthermore, the inspector also highlighted the previous location of the bin store on the highest part of the site at the junction of Fairdene Road and Reddown Road to be inappropriate. This has been to replace the existing garage facing Reddown Road. All of the above are acceptable alterations and are supported.

Residential amenity

- 8.5 In the dismissed appeal report, the inspector concluded that “I am satisfied that the proposed development would safeguard the living conditions of the neighbouring occupiers of One and a Half Fairdene Road, with regards to outlook.”
- 8.6 There would be no other harm on other neighbouring occupiers to the site.

Amenities of the future occupiers

- 8.7 All of the 6 proposed flats would be over the Nationally Described Space Standards for two and one bedroom units. All units would be dual aspect allowing for acceptable levels of light into proposed units.
- 8.8 Due to the layout of the site in its unique location on the corner of Reddown Road and Fairdene Road, only one of the proposed units would have a private amenity space. However this in itself would be an acceptable size and would satisfy the requirements of the London Plan. The remaining units would share a communal garden, which is an improved space from the previous application where the inspector stated the communal space “essentially comprises the residual space around the front of the property, and which I note would also be adjacent to the bedroom windows of flat 1.” The communal space is now larger and no longer directly outside a bedroom for Flat 1, therefore this space is now more usable and is acceptable.
- 8.9 The landscaping of this area, and particularly for the boundary treatment around the site is to be conditioned to secure an area that can be kept private from the public realm.

Parking and cycle storage

- 8.10 The Public Transport Accessibility Level for the site is 2, which is considered poor, with the site being in short walking distance of Coulsdon South train station and bus services. Policy T8 outlines maximum parking provisions for flatted schemes,

however it should be noted these are maximum. It is considered that the provision of 3 car parking spaces is acceptable due to the proximity to public transport services and the need to promote sustainable transport options.

- 8.11 The applicant has provided 30 metre sight lines, ensuring that when exiting the site it is possible to have clear unobstructed views up to the nearby junction with Fairdene Road. It would be possible to turn on site in order to be able to exit the site in forward gear. Visibility splays have been suggested to be included as a condition to be submitted and approved by the Council and retained thereafter prior to the commencement of development.

Waste and refuse

- 8.12 The proposed bin store has been reduced in its size and relocated to allow for manoeuvring space for the parking area. This would still allow for 2 no. bin stores for each unit which is considered to be acceptable. The bin store itself would adequately replace the existing garage and would be an acceptable addition to the site.

Other matters

- 8.13 Representations have raised concern that the development will increase the risk of flooding in the local area. The site does not fall within a Flood Zone defined by the Environment Agency. The site is subject to a low risk of surface water flooding, which has been addressed as part of condition 2, to incorporate SUDs where possible.
- 8.14 A number of representations raised concern that the development will have an overbearing impact on the ability of the sewerage system locally. This provision is outside the scope of planning regulations and as such cannot be negotiated in through this application.
- 8.15 The application is subject to Community Infrastructure Levy which will be used to pay for the improvement of infrastructure.
- 8.16 A further representation detailed how cycling is less relevant in the local area due to the relief of the land. Whilst it is appreciated the relief in the local area is hilly, the application must still comply with the London Plan and due to the cycling provision proposed this would be acceptable.

Conclusions

- 8.17 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.