

**PART 6: Planning Applications for Decision**

**Item 6.4**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 21/02876/FUL  
 Location: 24 Coulsdon Court Road, Coulsdon, CR5 2LL  
 Ward: Old Coulsdon  
 Description: Demolition of existing building; erection of a terrace of 6 three/four bedroom houses of two-storeys with roofspace accommodation; provision of 6 car parking spaces and refuse storage structures.  
 Drawing Nos: PL001 Rev.01 (Site Location Plan), PL050 Rev.07 (Proposed Site and Block Plan), PL050 Rev.19 (Proposed Site Layout/Roof Plans/Landscape), PL301 Rev.19 (Site Elevations 01), PL400 Rev.13 (Existing Dwelling Proposed Changes), PL100 Rev.07 (Ground Floor Plan), PL101 Rev.07 (First Floor Plan), PL102 Rev.07 (Attic Floor Plan), PL410 Rev.07 (Elevation and Sectional Detail), PL600 Rev.00 (Refuse and Cycle Stores), PL200 Rev.07 (Proposed Street Elevation), PL201 Rev.07 (Proposed Garden Elevation), PL202 Rev.07 (Proposed Flank Elevation), PL203 Rev.07 (Proposed Flank Elevation), PL300 Rev.07 (Proposed Cross Section), PL400 Rev.07 (Proposed Street Scenes).  
 Applicant: Macar Developments  
 Case Officer: Joe Sales

	<b>3B 6P</b>	<b>4B+</b>	<b>Total</b>
Existing Provision		1	<b>1</b>
Proposed Provision	4	2	<b>6</b>

	Car parking spaces	Cycle parking spaces
Existing	2	0
Proposed	6	12

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

## **2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £9,000 for improvements to sustainable transport improvements in the Old Coulsdon Ward including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions, membership of car club for the units for 3 years.
  - b) And any other planning obligations considered necessary.
- 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 including detailed design of side retaining wall
6. Sustainable urban drainage details
7. Electric Vehicle Charging Points
8. Cycle parking and refuse
9. Car parking
10. Visibility splays
11. Accessible units
12. Energy emissions
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Section 106
- 2) CIL
- 3) Code of practice for Construction Sites
- 4) Ecology
- 5) Boilers
- 6) Refuse
- 7) Waste notice
- 8) 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:
- Demolition of the existing detached house

- Erection of a terrace of six two-storey dwelling houses plus accommodation in roof-space in place of the existing dwelling.
- The above buildings would provide 4 x 3-bedroom (6 person) and 2 x 4-bedroom (7 persons) dwelling houses.
- Provision of 6 off-street parking spaces including one disabled bay.
- Provision associated refuse/cycle stores.



Fig 1: CGI from Coulsdon Court Road

### Site and Surroundings

- 3.3 The application site comprises a detached two storey dwelling on the south western side of Coulsdon Court Road. Part of the existing rear garden of no.24 Coulsdon Court Road is currently being redevelopment as part of the implementation of the planning approval ref. 19/4535/FUL which granted planning permission on the 12<sup>th</sup> of May 2020.
- 3.4 The surrounding area is residential in character, mostly consisting of detached properties set within 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 which is 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 as set out within the Croydon Local Plan (2018), however there is a Tree Preservation Order (TPO 26, 1985) covering trees on the section of the site which is currently being redeveloped. The site is at very low risk of surface water flooding.

- 3.6 The application site has a Public Transport Accessibility Level of 1B (very poor) and Coulsdon District Centre is located 0.9 miles away from the site.



Fig 2: Aerial street view highlighting the proposed site within the surrounding street-scene

### Planning History

- 3.5 The following applications are relevant to the application site and concern the rear garden of the existing detached dwelling at no.24 Coulsdon Court Road which has an extensive planning history which is outlined below.

**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- Permission refused 22/03/2019 for the following reasons:

1. The development would constitute an underdevelopment of the site, failing to make efficient use of the land and failing to make an optimal contribution towards the need for homes of different types in the Borough.
2. 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

Subsequent appeal ref. APP/L5240/W/19/3226118 allowed.

**19/02343/FUL**-Erection of a 2 x two storey buildings at the rear each containing 4 x two bedroom flats, and a three storey building fronting Coulsdon Court Road containing 4 x two bedroom and 1 x three bedroom flats (13 new units), creation of a new vehicular access and provision of 13 parking spaces, landscaping and refuse store; alterations and erection of a single storey side/rear extension to no.24.-Application withdrawn 22/05/2020.

**19/04535/FUL**-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.-Permission granted and implemented 12/05/2021.

**20/03798/CONR**-Variation to condition 2 attached to planning permission ref. 19/04535/FUL. (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). (Minor alterations to the plans concerning the block containing 4 x two bedroom flats, to allow for duplex units extending into the roofspace).- Permission Granted 06/11/2020.

#### **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 4 x three-bed and 2 x four-bed houses.
- The proposed development 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 existing 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, a local ward Councillor and the local MP in response to notification and publicity of the application are as follows:

No of individual responses: 24    Objecting: 24    Supporting: 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 8.2-8.5
Loss of family home	Addressed in the report at paragraph 8.8
Demolition of existing dwelling	Addressed in the report at paragraph 8.8
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.9 – 8.13
Massing too big	Addressed in the report at paragraphs 8.9 – 8.13
Over intensification – Too dense	Addressed in the report at paragraph 8.4
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.14 – 8.17
Accessible provision	Addressed in the report at paragraphs 8.26-8.28
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 8.18 – 8.25
Loss of light	Addressed in the report at paragraphs 8.18 – 8.25
Loss of privacy	Addressed in the report at paragraphs 8.18 – 8.25
Overlooking	Addressed in the report at paragraphs 8.18 – 8.25
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.29 – 8.30
Not enough off-street parking	Addressed in the report at paragraphs 8.29 – 8.30
Negative impact on highway safety	Addressed in the report at paragraph 8.31
Cycle storage provision	Addressed in the report at paragraph 8.33
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.35
Local services cannot cope	Addressed in the report at paragraph 8.40
Lack of affordable homes	Addressed in the report at paragraph 8.6-8.7
Impact on trees	Addressed in the report at paragraphs 8.36 – 8.35

- 6.3 Cllr. Margaret Bird (Old Coulsdon Ward) objected to the application and raised the following issues:
- Overdevelopment of site.
  - Impact on the character of the local area.
  - Loss of a family home.
  - Impact of development on the wider highways network.
  - Affordable housing provision.
- 6.4 The Hartley and District Residents Association objected to the application and raised the following concerns with regards to the proposed development and referred it to Planning Committee:
- Overdevelopment of the site.
  - Housing mix.
  - Cramped and bulky development.
  - Loss of the existing dwelling.
  - Impact on local infrastructure.
  - Negative impact to the character of the area.
  - Under provision of car parking.
  - Loss of privacy to neighbouring properties.
  - Impact on biodiversity.
  - Affordable housing provision.

## **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 July 2021. 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

#### 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 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 is a “small site” (as defined by policy H2 of the London Plan). This advocates that such sites should significantly increase their contribution to London’s housing needs and that local character evolves over time and needs to change in appropriate locations to accommodate additional housing on small sites. 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 in principle.

#### *Unit Mix*

- 8.5 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 dwelling house is a 5-bed house and the proposal would provide 2 x four-bed and 4 x three-bed units which would provide adequate floor space for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have been made in respect to a lack of affordable homes being provided at the site as a result of the development which is currently being constructed under planning permission ref. **19/04535/FUL**. It is noted that Section 2.3.6 of the Suburban Design Guide states that the Local Planning Authority will not support proposals which are considered to be an under-provision of a site. Applicants must not intentionally circumvent the affordable housing provision of the Croydon Local Plan by delivering 9 unit schemes where the site can accommodate the delivery of 10 or more units. A development proposal that seeks to deliver a scheme that could form part of a larger potential development on the same or adjoining land will be assessed as an application for the greater development potential.
- 8.7 The proposed scheme has been developed as a result of the lack of interest during the marketing of the existing dwelling at number 24 Coulsdon Court Road. The applicant has submitted a statement which identifies that the site had been marketed for sale between the period of October 2020 and February 2021 with little interest made with regards to the sale of the existing house. Based on the history of the site along with the submitted statement, highlighting the minimal interest in the existing property, the council are comfortable that the applicant has not made an attempt to circumvent the affordable housing policy and requirement in this instance and that the proposed development and unit mix as a private tenure, is acceptable in this instance. Similarly, it should be noted that a scheme for a major development (albeit on the adjacent site) was withdrawn following advice from officers that it was unacceptable and that an Inspector allowed an appeal when officers had refused it on under-delivery of housing and affordable housing.

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

- 8.8 The existing property is not protected from demolition by existing policies or site specific designations and its demolition is acceptable subject to it being replaced with a suitably designed development. The proposal seeks to replace it with a terraced block comprising of 6 two storey dwellings fronting Coulsdon Court Road. The scheme has been specifically designed to respect the existing building lines along Coulsdon Court Road. In terms of the overall scale and layout, officers are satisfied that the scheme respects the street-scene.
- 8.9 The Croydon Local Plan has a presumption in favour of three storey development. The built form comprises two stories plus accommodation in the roof. The application provides a high quality built form that respects the existing land levels, pattern, layout and siting in accordance with Policy DM10.1.
- 8.10 The height, scale and massing of the scheme would be acceptable, given that the site works well with the existing topography of the site and would sit comfortably with the existing adjoining properties.



Fig 3: Front elevation of front houses

- 8.11 The siting and layout of the proposed development is considered to be appropriate given the existing built form of the surrounding area. As mentioned previously the front elevation of the proposed development would fall in line with the existing dwellings along Coulsdon Court Road, resulting in a development that sits well within the existing street scene and respects the existing development pattern. With regards to the dwellings which are being constructed and will be situated to the rear of the development, a separation distance of 15m will be provided between the existing sets of dwellings. Whilst it is noted that there should be an 18m separation distance between existing and 3<sup>rd</sup> party dwellings, given that the site is currently being constructed and at present there are no existing residents residing within the dwellings to the rear, the proposals are considered to provide a sufficient separation distance between the building on the proposed and existing site. The proposed siting also results in a back to front relationship between the dwellings which ensures that the privacy and

amenity of both future occupiers, particularly that within the private amenity spaces, is protected.

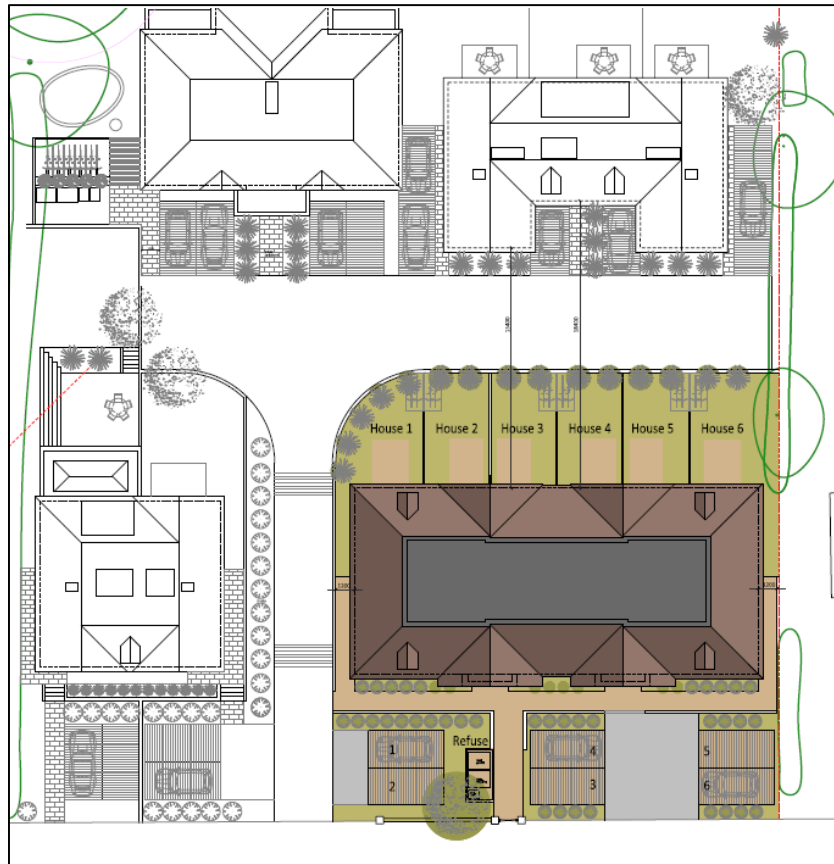


Fig 4: Proposed site plan showing proposal in relation to neighbouring properties to the rear

8.12 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 retain soft landscaping combined with hardstanding for the proposed car parking area along the front the site between the buildings. 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 and offers a designated route onto the site for pedestrians.

8.13 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.

- 8.14 The proposed front elevation of the proposed dwellings comprise two front facing gables bay features, large windows and recessed entrances for four of the six dwellings. Features such as the recessed brickwork at the ground floor and hanging tiles at the first floor ensures that there is visual interest on the elevations of the building which also help in reducing the dominance of the building frontage.
- 8.15 The rear of the building would predominately be screened from the streetscene when the development is viewed from Coulsdon Court Road however, the rear of the development would be visible from the new dwellings and street which are currently being constructed. The rear elevation comprises a double gable feature which is consistent with the front elevation and two dormer windows at the end of either side of the roof. The proposed rear elevation is considered to provide visual interest to the existing street scene when viewed from the rear of the site.
- 8.16 The materiality of the building has been informed largely by the materials which are currently being used to construct the development within the former rear garden of number 24 Coulsdon Court Road. The proposed materials are considered to complement the surrounding area and will ensure that the proposed development integrates into the existing development which is being constructed within the former rear garden of number 24 Coulsdon Court Road as well as the character of the wider area.
- 8.17 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

- 8.18 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 pair of semi-detached dwellings fronting Coulsdon Court Road, the

terrace of three dwellings to the west of the site and the existing neighbouring property at 23 Coulsdon Court Road.



Fig 5: Proposed site plan

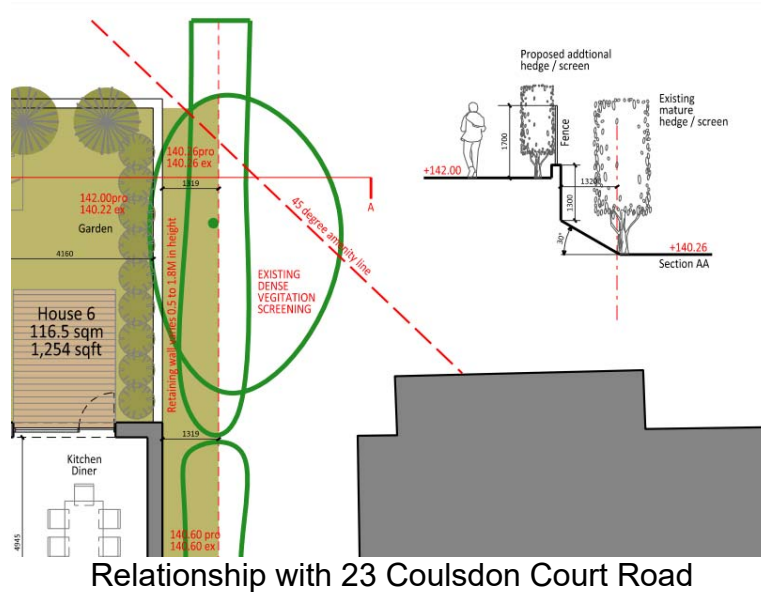
*24 Coulsdon Court Road (Approved Development)*

- 8.19 The wider site at Coulsdon Court Road comprises a pair of semi-detached dwellings to the south of the site fronting Coulsdon Court Road, an apartment block comprising 4 units to the south-west and a terrace of three dwellings immediately to the rear of the site.
- 8.20 With regards to the pair of semi-detached dwellings which will front Coulsdon Court Road, the proposed development would not intersect the 45 degree line as measured in plan and elevation from the nearest ground floor habitable room window of the nearest dwelling and it is therefore considered that the proposals will result in minimal harm to the outlook or the amenity of the dwelling which is currently being constructed.
- 8.21 The apartment block to the west of the proposed development is in excess of 18m away from unit number 1. As a result of this separation distance as well as the orientation between the apartment block and the proposed dwellings, it is not considered that the proposals would result in significant harm to the outlook or the amenity of the future occupiers of both buildings.
- 8.22 A separation distance of 15m will be provided between the proposed 6 dwellings on Coulsdon Court Road and the three dwellings located immediately behind the proposed development. Whilst it is noted that the Suburban Design Guide recommends an 18m separation distance between existing and 3<sup>rd</sup> party

dwellings, given that the site to the rear is currently under construction and at present there are no existing residents present on the site, the proposals are considered to provide a sufficient separation distance between the building on the proposed and existing site. As mentioned previously, the proposed siting also results in a back to front relationship between the dwellings which ensures that the privacy and amenity of the future occupiers for both developments, particularly that within the private amenity spaces, is protected.

*23 Coulsdon Court Road*

- 8.23 The proposed development would not alter the already acceptable relationship between the flank wall elevation of the existing dwelling and the neighbouring property. Furthermore, the rear elevation of the proposed dwellings would not breach the 45 degree line as drawn from rear ground floor habitable room windows. It is considered that given the separation distances and the angles, there would not be a significant impact on this dwelling in terms of loss of light, outlook, privacy or sense of dominance from the neighbouring property.
- 8.24 The proposed amenity areas for the proposed dwellings will be set up from the site to the rear of the development due to the engineering which is taking place to accommodate the existing permission. Whilst this would result in amenity space which appears to be raised, the proposed garden areas will in fact be at the previously approved level. Further details have been submitted of how this area would interact with the garden of 23 Coulsdon Court Road. The raised area would be set 1.3m off the boundary, not break a line at 45degrees and the existing hedge would be retained. In any case the level change to the top of the retaining wall is not higher than a boundary fence which would not require planning permission. As such, the impact in terms of outlook and having an overbearing impact is considered acceptable. Overlooking would be prevented through a proposed 1.7m fence and planting at the upper level. To ensure that the cumulative impact of the retaining wall and fence and planting above is acceptable, a detailed design condition is recommended for this area to include soft landscaping and the detailed design of the retaining wall which can be screened by soft landscaping or potentially include climbing elements.



### General

8.25 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

8.26 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.

8.27 The proposed units would benefit from step free access from the street into the ground floor of the development and out to the rear amenity space of the dwellings. The proposals would therefore meet the M4(2) building regulations requirement.

8.28 The units would have access to private amenity space which meets the required standard as set out within Local Plan Policy DM10.4.

8.29 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

8.30 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, in this PTAL, properties should provide up to 1.5 spaces per unit. In line with the



London Plan, the proposed development could therefore provide up to a maximum of 10.5 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.

- 8.31 The proposed car parking provision of 6 spaces 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.
- 8.32 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 6 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.
- 8.33 A financial contribution of £9,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units.
- 8.34 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 12 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.
- 8.35 The refuse arrangements have been indicated on the site plan and provide a communal refuse store. The refuse store provides accommodation for 1x1100ltr landfill bin, 1x1100ltr recycling bin and 1x240ltr food recycling bin. The front refuse store/refuse collection area would be located towards the front of the site within 20m of the highway. It would be the responsibility of the occupants of the dwellings to take their refuse to the collection area on collection day. Details of the refuse store can be secured by condition.
- 8.36 Concerns have been raised 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 reviewed by officers at the council and considered acceptable. A condition has been recommended which will ensure that all works are carried out in accordance with the approved Construction Logistics and Management Plan.

#### Trees and Ecology

8.37 The site contains some established trees and shrubs. There are no protected trees within the site and it is proposed to retain the existing hedgerow that runs between the application site and the neighbouring property with the exception of the section which will run along the side elevation of the building which will need to be removed to accommodate the proposed development. It is proposed to remove three trees to the front of the property however, these will be replaced within the proposed landscaping scheme and given that the existing tree is not protected, it is considered that the replacement, which is visible from the street scene, is an acceptable mitigation measure. The retention and replacement of the existing hedgerow and trees will ensure that there is sufficient greening to the site as well as a natural site boundary which retains the suburban character of the site. The site provides an opportunity to plant a number of new trees as part of a landscape scheme. A landscaping and planting plan securing an uplift in biodiversity can be conditioned.

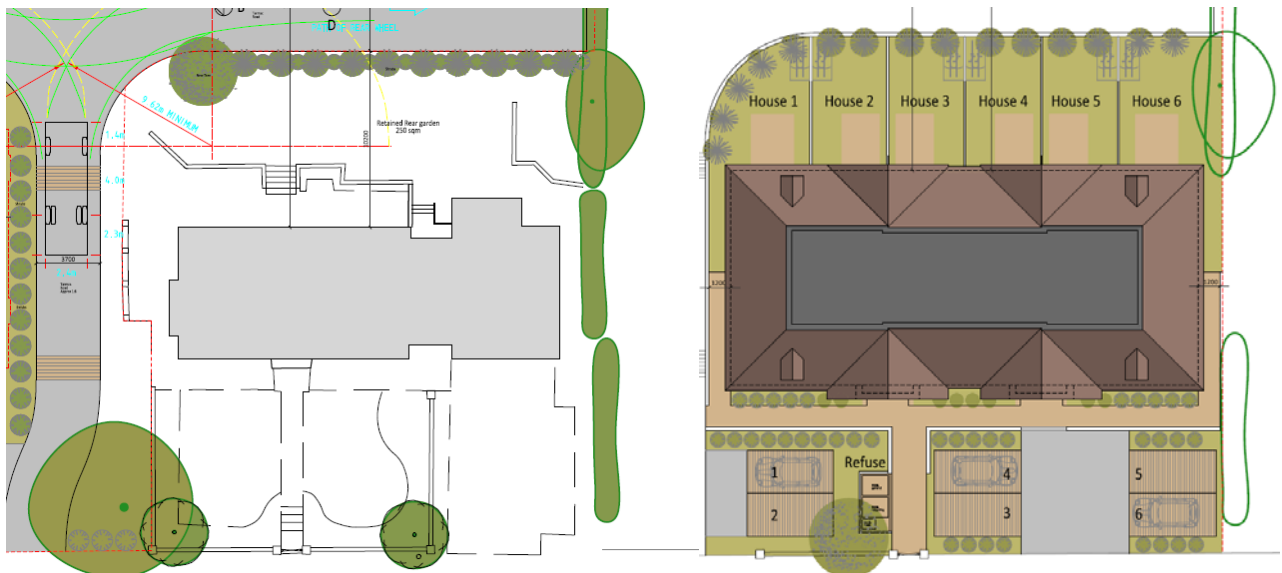


Fig 7: Existing and Proposed Plan Including Landscaping (Indicative only)

### Sustainability Issues

8.37 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.

### Other Matters

8.38 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.

- 8.39 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.
- 8.40 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**

- 8.41 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.
- 8.42 All other relevant policies and considerations, including equalities, have been taken into account.