

1.0 APPLICATION DETAILS

Ref: 19/02110/FUL
 Location: 40 Woodcote Grove Road, Coulsdon, CR5 2AB
 Ward: Coulsdon Town
 Description: Demolition of existing dwelling house and replacement with 9 new build apartments and the provision of 6 car parking spaces.

Drawing Nos: PL050 rev.03, PL99 rev.03, PL100 rev.03, PL101 rev.03, PL102 rev.03, PL103 rev.02, PL200 rev.03, PL201 rev.03, PL202 rev.03, PL203 rev.03.

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

	studio	1 bed	2 bed	3 bed	4 bed
Existing				1	
Proposed flats			3 (2B4P) 5 (2B3P)	1 (3B6P)	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	20

- 1.1 This application is being reported to Planning Committee because the Ward Councillor (Councillor Luke Clancy) has made a representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) Contribution to extending parking restrictions (in the form of yellow lines)
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to negotiate the legal agreement indicated above.

- 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 children's play-space to be provided
5. Details (materials, height) of bin-store enclosure to be submitted to and approved prior to occupation
6. No additional windows in the flank elevations
7. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
8. Privacy screens to recessed balconies, details of which to be agreed
9. Details of electric vehicle charging point to be submitted
10. Construction Logistics Plan to be submitted
11. 19% Carbon reduction
12. 110 litre Water usage
13. Details of site specific SuDS to be submitted.
14. Accord with recommendations of the Flood Risk Assessment.
15. Time limit of 3 years
16. 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:
- Demolition of existing house
 - The erection of a three/four storey building with accommodation within the lower level and roof level to provide 9 flats.
 - Provision of communal external amenity space and children's play space
 - Provision of 6 off-street parking spaces
 - Provision of associated refuse and cycle stores

Site and Surroundings

- 3.2 The application site lies on the eastern side of Woodcote Grove Road and is currently occupied by a large detached dwelling dating back to the 1920's. The surrounding area is residential in character comprising detached and semi-detached dwellings within spacious plots; the design of which varies between each property.
- 3.3 Land levels fall substantially to the south-east with the road in an elevated position to the existing property at 40 Woodcote Grove Road.
- 3.4 The application site lies within an area at risk of surface water flooding as identified by the Croydon flood maps. There are no other constraints affecting the application site as identified by the Croydon Plan.
- 3.5 The application site has a PTAL of 2 and is 0.4 miles away from Coulsdon Town Train Station. The District Centre of Coulsdon is a 10 minute walk from the site.



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

Planning History

- 3.4 The planning applications below are directly relevant to the application site.
- 83/01382/P-Planning permission was refused for the erection of a chalet with associated car parking.
 - 13/01633/P-Planning permission was granted for the demolition of the existing single storey structures and garage and the erection of a single storey side extension.
 - 14/02993/P-Planning permission was granted for the formation of a vehicular access and the formation of a boundary wall.
 - 19/01752/PRE-A pre-application meeting was held to discuss the proposed demolition of the existing house and the erection of 9 dwellings.

3.5 An application for the demolition of the existing two storey property and the erection of a part two/three story building comprising 6 dwellings at 38 Woodcote Grove Road was granted planning permission in 2018. Ref. 18/01583/FUL.

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.

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 24 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: 58 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:

Objection	Officer comment
Design and appearance	
Overdevelopment of the site	Addressed in section 8.7
Out of keeping with street/obtrusive	Addressed in section 8.3
Impact on amenities of neighbouring properties	
Loss of light to neighbouring properties	Addressed in section 8.19 to 8.25

Overlooking and loss of privacy for neighbours	Addressed in section 8.19 to 8.25
Extra pollution and noise	Addressed in section 8.31
Construction noise and dust will be harmful to local residents	Addressed in section 8.31
Landscape/Trees	
Loss of the existing garden and trees	Addressed in section 8.37
Transport and Parking	
Inadequate parking provision. Cars parked on road will cause extra parking stress which is already causing an issue within the immediate and wider area.	Addressed in section 8.26 to 8.33
Negative impact on highway safety	Addressed in section 8.26 to 8.33
Other	
Cumulative impact of various developments being constructed within the wider area.	Addressed in section 8.2 to 8.4

6.4 Councillor Clancy referred the application to Planning Committee and raised objections on ground of over-development, parking and inappropriate design.

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 floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

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

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 Greater London, helping to address overcrowding and affordability issues.

8.3 The application is for a flatted development 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 Policies seek to prevent the net loss of 3 bedroom homes (as originally built) and/or homes less than 130m² and to deliver a strategic target of 30% of new homes to be 3 bedrooms (suitably sized for family occupation). The existing building on site is a 4 bedroom house and a 3 bedroom unit and three 2 bedroom 4 person units are proposed. The Croydon Local Plan acknowledges that 2 bedroom 4 person homes can be treated as family homes in line with Policy DM 1.1 during the first three years of the plan. Therefore, 4 of the proposed units would be suitably sized for families which would assist in meeting the 30% strategic target.

Townscape and Visual Impact

8.5 The existing dwelling does not hold any significant architectural merit and therefore, there is no objection to its demolition. Whilst most buildings in the area have traditional forms, comprising two storeys with pitched roofs, there are a variety of house types (detached, semi-detached, bungalows) and styles in the immediate vicinity.

8.6 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys and the proposal is for a three/part four storey building with the third floor

accommodated within the roof space. The fenestration of the proposed building has been designed to allow light easily into the roof accommodation.

- 8.7 The Suburban Design Guide suggests that where surrounding dwellings are predominantly two storey detached dwellings, new development should seek to accommodate a fourth storey within the roof-space. Given the existing dwellings within the immediate vicinity of the development site, it is considered that this scale of development is acceptable within this location.
- 8.8 The proposed building is a contemporary reinterpretation of the dwellings which currently exist within the street scene and wider area. The proposals seek to incorporate two gable style features on the front elevation with a glass window that intersects the middle of the property. This window breaks up the massing to the front elevation and the single entrance point into the building presents the image that the proposed block is in fact a single dwelling.



Figure 2: Elevation of proposed frontage within the street scene

- 8.9 Whilst the building would have a greater footprint than the existing house, given the layout of surrounding buildings, the impact on the street-scene would be acceptable. The building would be set in from the adjoining boundaries to maintain visual separation between plots. This is assisted by the pathway that runs between 38 and 40 Woodcote Grove Road. There is a garage which separates the proposed building and no.42.
- 8.10 Access driveways and forecourt are features commonly found on Woodcote Grove Road. The existing access and driveway will be replaced with 6 parking bays which would be split by the pedestrian entrance to the building.
- 8.11 The proposed hardstanding would be softened through the use of landscaping which would be located along the proposed front wall of the site. Given the way

the bays have been separated and areas the planting, the hardstanding and retaining walls would not have an overly dominant or incongruous impact on the visual amenities of the area or the street scene.

8.12 The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) are appropriate. Whilst the proposed development would be in the region of 365 hr/h, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.13 Therefore, 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 in terms of respecting local character.

Housing Quality for Future Occupiers

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



Figure 3: Internal ground floor layout

8.15 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant. The family unit is located on the lower ground floor and has direct access onto the existing garden space, giving this particular unit a greater amount of amenity space. All of the

units provide sufficient amenity space which is in accordance with the London Housing SPG.

- 8.16 A communal garden is provided at the rear of the site which was the garden of the original dwelling. A child play space is shown and complies with Policy DM10.4 of the local plan and will be provided within the communal garden, details of which can be secured by condition.
- 8.17 In terms of accessibility, step free access is provided to the building from the highway. A ramp located in the hallway of the ground floor enables flat 3 to be accessible by a wheelchair this unit also has direct access onto the private amenity space allocated for this unit.
- 8.18 The development is considered to result in a high quality development and a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.19 The main properties that would be most affected by the proposed development are 38 and 42 Woodcote Grove Road, 55 and 55a Woodcote Grove Road and 21 The Grove.

38 Woodcote Grove Road

- 8.20 The proposals show the relationship with the proposed development that was granted planning permission under the planning application ref. 18/01583/FUL. This is currently being implemented. Given that this scheme is a flatted development it is not considered that the proposals would impact negatively on the adjoining occupiers of that future development. The proposed building will not have an impact on the outlook of the flats on 38 Woodcote Grove Road taken from the rear windows of 38 Woodcote Grove Road (either horizontally or vertically). Therefore the proposal would not create a significant loss of light or provide an overbearing and dominant impact on the property.
- 8.21 The rear balconies would all be recessed and screened to the side and as such, could limit overlooking sideways and into the communal rear garden to 38 Woodcote Grove Road therefore it is unlikely that there would be any loss of privacy.

55 and 55a Woodcote Grove Road

- 8.22 These are the dwellings which are located opposite side of the road. Whilst the proposed development would be substantially larger than the existing dwelling, given the distance between these properties and variations in topography, the level of overlooking across the street would be limited.

42 Woodcote Grove Road

- 8.23 42 Woodcote Grove Road is the neighbouring property to the north of the site. A garage is located between the proposed development and the existing house

which provide a significant gap between the two and therefore ensuring the amenities and outlook of the neighbouring property is retained. The windows within the flank elevation of the proposal are secondary windows and will be obscure glazed to protect the existing outlook and privacy of the adjoining occupier.

- 8.24 All of the balconies to the rear of the site are recessed and therefore screening is provided to limit any overlooking into the neighbouring property.

21 The Grove

- 8.25 These residential properties are located to the rear of the application site. The rear wall of the proposed development would be sited a minimum depth of 10 metres from the rear boundary and given the depth of the neighbouring gardens, the window to window separation would be expansive and would be acceptable. The scheme would therefore maintain adequate light, outlook and privacy.

Access and Parking

- 8.26 The site has a PTAL rating of 2 which means that it has relatively poor access to public transport (with Coulsdon Town Station and Coulsdon District Centre is relatively close by – within a 10 minute walk).
- 8.27 It is proposed to create six off street car parking spaces, with direct access off Woodcote Grove Road.
- 8.28 The applicant has not provided a parking stress survey but the section of Woodcote Grove Road immediately to the north of the site has no parking restrictions (the section to the south has parking restrictions between 7am-7pm Monday to Saturday). There is a likelihood that any overspill parked vehicles would end up parking on the unrestricted section of Woodcote Grove Road to the north of the site. In order to mitigate any potential impacts on the existing highway, it is recommended that the developer contributes towards the extension of parking restrictions (in the form of single yellow lines) northwards along Woodcote Grove Road up to just past the junction of Warwick Road, (on both sides of the road). The applicant has agreed to this and a contribution will be secured through a legal agreement.
- 8.29 It is therefore considered that given the sites close proximity to Coulsdon town centre, the provision of 6 car parking spaces would be acceptable on this proposed development.
- 8.30 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.
- 8.31 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 will be required to be submitted to the local planning authority by condition to ensure that the road situation has been taken into account. This

plan will also detail hours of deliveries, limit construction hours and provide details of dust control methods to reduce the impact on the adjacent properties as far as possible.

- 8.32 A cycle storage area would be provided on the lower ground floor which are easily accessible via the main entrance of the building and a ramp to the lower ground floor level. 20 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). Full details of the proposed storage method demonstrating that the space is large enough for 20 cycles will be secured by condition.
- 8.33 Refuse storage is also shown in the forecourt. It is located in close proximity to the highway (adjacent to the side boundary) which is convenient and suitable for refuse collectors. Full details to demonstrate that the scale is adequate for the needs of the development will be secured by condition.

Environment and Sustainability

- 8.34 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.35 The site is located within an area of medium risk with regards to surface water flooding and limited risk of groundwater flooding. A flood risk assessment has been submitted as part of the application recommending flood resistance and drainage measures. The proposals seek to mitigate any residual flood risk by the use of permeable paving/SUDS for the parking, driveway and patio areas and extensive soft landscaping has also been retained. Rainwater from the building will be collected in rainwater butts to the rear and any surplus to a soakaway to the rear.
- 8.36 Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS) and the FRA outlines that SuDS measures should be installed. A condition requiring site specific SuDS measures would be imposed by way of condition on any planning permission, alongside the other recommendations of the FRA.

Trees and Landscaping

- 8.37 The site is not covered by any Tree Preservation Orders and there are no trees of any particular merit on the site.
- 8.38 In general, there is no objection from a tree perspective subject to the submission of a suitable landscaping scheme which incorporates the recommended planting to the parking forecourt. These measures will be secured by a suitable condition.
- 8.39 An informative will be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

Other matters

8.40 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

8.41 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. Given the mitigation measures proposed, the impact on the highway network would be acceptable. Therefore, the proposal is considered to be in accordance with the relevant policies.

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