

PART 6: Planning Applications for Decision**Item 6.5****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/03539/FUL
 Location: 105 Woodcote Grove Road, Coulsdon, CR5 2AN
 Ward: Coulsdon Town
 Description: Demolition of a single-family dwelling and erection of one 3 and 4-storey block containing 7 flats and 2 houses with associated access, car parking, cycle and refuse storage.
 Drawing Nos: CX16-S1-101A; CX16-S1-102; CX16-S1-103B; CX16-S1-104A; CX16-S1-105A; CX16-S1-106A; CX16-S1-107A; CX16-S1-108A; CX16-S1-109A; CX16-S1-110A; CX16-S1-111A; CX16-S1-112A; CX16-S1-113; CX16-S1-114; Lift Details; Tree Report / Impact Assessment; SUDS; Flood Report; Energy Report; M4(2) Statement; External / Internal Sunlight Report; Transport Statement; Hard Landscaping Rev C; Soft Landscaping Rev C.
 Applicant: Mr Haris Constanti of Aventier Ltd
 Case Officer: Nathan Pearce

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision		6		1	2	9

1. This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Construction Logistics Plan
3. Details of facing materials

4. Landscaping
5. Cycle parking and refuse
6. Play space
7. Sustainability
8. Car parking
9. Hardstanding
10. Arboricultural report
11. Tree Protection Plan
12. Visibility splays
13. Sustainable urban drainage details
14. Windows restrictions
15. Time limit of 3 years
16. 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)Construction Logistics Plan
- 4)Trees and shrubs
- 5)Refuse
- 6)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 existing detached house
- Erection of a four storey building including accommodation in roof-space and a short terrace of two houses connected to it.
- Provision of 6 x 2 bedroom flats (3 person), 1 x 3 bedroom flats and 2 x 4 bedroom houses.
- Provision of 11 off-street parking spaces including one disabled bay.
- Provision of associated refuse/cycle stores.

3.2 Amended plans were received showing internal and external changes to the building and minor amendments to the site plan. No re-notification was conducted because the amendments did not lead to a material change in circumstances.

Site and Surroundings

3.3 The application site is a large detached property situated on the west side of Woodcote Grove Road. The topography of the site is relatively flat.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Woodcote Grove Road, the majority of

properties appear to be 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 None relevant

4. 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 (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 1x three-bed flat and 2x 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 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 15 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a ward councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 18 Objecting: 18 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 8.21
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 – 8.17
Loss of light	Addressed in the report at paragraphs 8.13 – 8.17

Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.17
Overlooking	Addressed in the report at paragraphs 8.13 – 8.17
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.17
Refuse store	Addressed in the report at paragraphs 8.28
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.23 – 8.29
Not enough off-street parking	Addressed in the report at paragraphs 8.23 – 8.29
Negative impact on highway safety	Addressed in the report at paragraphs 8.23 – 8.29
Refuse and recycling provision	Addressed in the report at paragraphs 8.23 – 8.29
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.35
Impact on wildlife	Addressed in the report at paragraphs 8.30 – 8.32
Impact on flooding	Addressed in the report at paragraph 8.34
Local services cannot cope	Addressed in the report at paragraph 8.37
Lack of affordable homes	Addressed in the report at paragraph 8.36
Impact on trees	Addressed in the report at paragraphs 8.30 – 8.32

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. 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 2015, 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:

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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity

- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

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
- DM37 – Coulsdon

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. The residential character of Woodcote Grove Road consists of detached houses.
- 8.4 The proposal, whilst incorporating flatted accommodation, has been designed to appear as a large house which would maintain the overall character of neighbouring properties.
- 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 unit is a 4-bed house and the proposal would provide 2 x 4 bed and 1 x 3 bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 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 in excess of this range (229 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

- 8.7 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 9 units. The scheme has

been specifically designed with a pitched roof and design characteristics that are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene and is acceptable when assessed against the SDG.

- 8.8 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide a three-four storey property providing a high quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.
- 8.9 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. The taller element of the building is located on the south side, adjacent to 105A, which responds sympathetically to the character of the area. Although the gap to each side boundary does not meet the 1.5m requirement of the SDG, the separation would be at least 1m and is considered to be acceptable given the character of the local area.



Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties.

- 8.10 The design of the building would incorporate a traditional styled appearance consisting of gables and bays to the front elevation, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between brick and glazing and appropriate roof proportions. The half timbering is also found on the adjacent building and half-hips are on the current building.

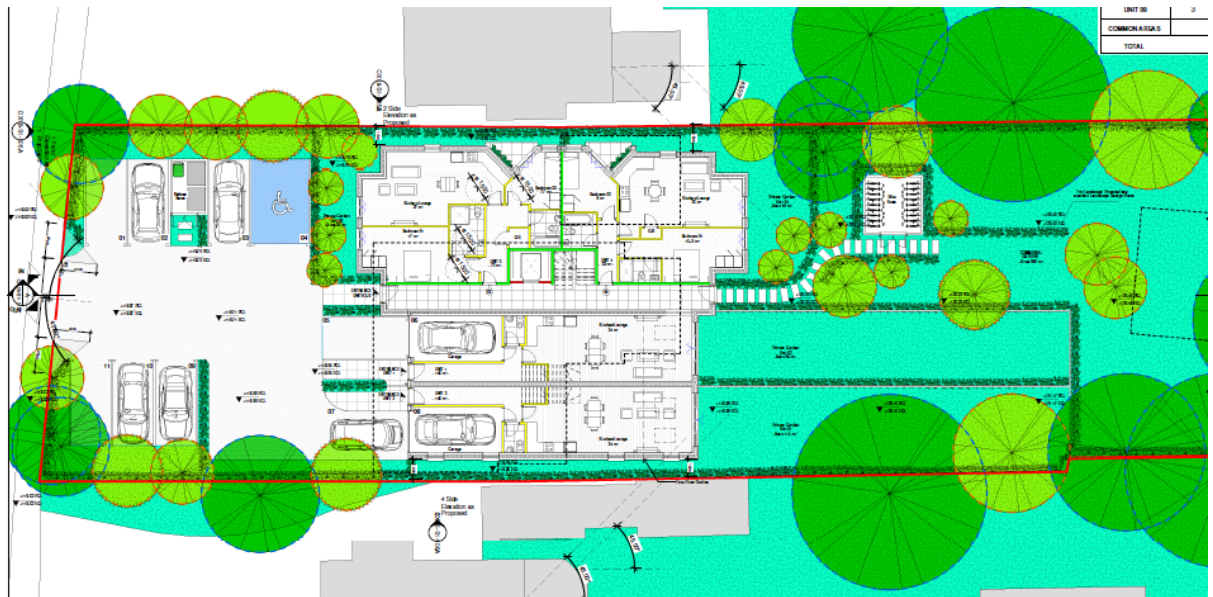


Fig 3: Proposed first floor site plan showing proposal in relation to neighbouring properties

- 8.11 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. Whilst the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the boundary. Four category C trees would be removed from the front boundary. Replacement tree planting is proposed. 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 rear.
- 8.12 The application site is a substantial plot within an established residential area. The scale and massing of the new build 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 site showing proposal in relation to neighbouring properties

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

- 8.13 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 105A and 107 Woodcote Grove Road; dwellings to

the rear on Dunsfold Rise; and the dwellings opposite on the east side of Woodcote Grove Road.



Fig 6: Proposed side elevations

105A Woodcote Grove Road

8.14 This dwelling is to the south of the proposal site. The proposal would follow a similar front building line as this property and so not impact significantly on forward facing windows. A daylight/sunlight assessment has been carried out for the habitable rooms which identifies 1 non-habitable room and 1 secondary window in the side elevation, this window may experience a moderate impact in terms of daylight however it is not considered to be a primary window to a habitable room. It is noted that 105A has constructed a single storey extension close to the boundary which means that the ground floor window is not significantly affected by the proposal. Balconies are proposed in-board in the rear

facing bay window. As these have screens to the side they would prevent significant overlooking to the neighbours' garden. This is considered to be an acceptable relationship.

107 Woodcote Grove Road and the dwelling to the rear of 107 Woodcote Grove Road

- 8.15 These dwellings are to the north of the proposal site. A daylight/sunlight assessment has been conducted for the habitable rooms of no.107 which identifies 4 side windows. A Vertical Sky Component Analysis under BRE guidelines has concluded that the window receptors meet the minimum requirements set by BRE guidelines apart from one of these windows which may experience a minor impact in terms of daylight. The report concludes that the minor impact is acceptable. This is considered to be an acceptable relationship in a suburban setting such as this and noting that the SDG sets out that minimal protection is offered to side facing windows and the impact on the property overall would be minimal.
- 8.16 The dwelling to the rear of 107 would be at sufficient distance from the proposal to comply with the SDG guidance and as the property is to the north, any overlooking is at an oblique angle of approximately 45 degrees.

Dwellings opposite and to the rear

- 8.16 It is considered that given the separation distances of over 30m 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.
- 8.17 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.

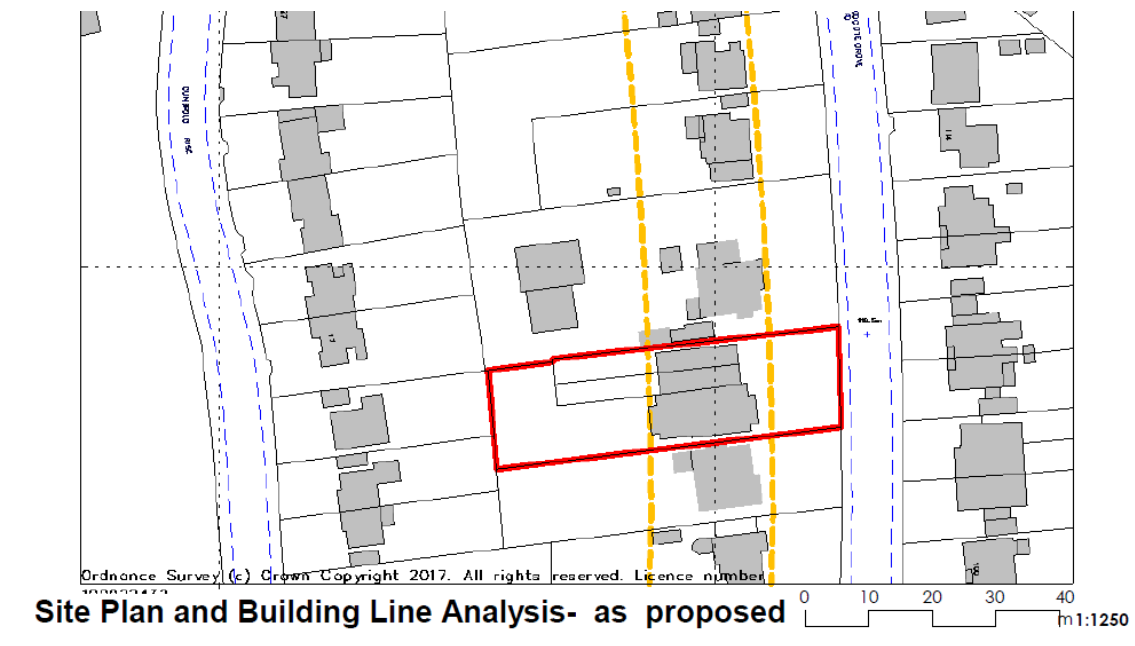


Fig 7: Plan showing relationship to neighbouring properties

The effect of the proposal upon the amenities of future occupiers

- 8.18 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.
- 8.19 The units would have access to private and communal amenity space which meets the required standard. It is noted that the two ground floor units adjacent to the southern boundary have a second bedroom with a side window in close proximity to the boundary. Amendments have been received which make this a small amenity space to provide greater light and outlook. Whilst it is acknowledged that this level of light would be restricted, the units overall have good light and outlook from forward facing main bedrooms and master bedrooms.
- 8.20 The local plan also requires all flatted development to provide new child play space as well as the amenity space to be provided. In terms of the child play space, this can be secured through use of planning conditions.
- 8.21 In terms of accessibility, a lift is proposed to the block of flats. A condition has been added requiring all units to be M4(2) accessible and 1 unit to be an M4(3) wheelchair user dwelling.

- 8.22 Overall the proposal 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, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

Traffic and highway safety implications

- 8.23 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 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.
- 8.24 Although no parking survey has been provided, this scheme proposes 11 on-site parking bays with 1 space designated for each unit (7 bays and 2 garages for residents) plus 2 visitor spaces in front of the garages for the houses, and as such accords with the policy requirements for a development of this nature in this location. 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 preserving the existing trees on-site and ensuring the best use of land. As a result of the on site provision there is unlikely to be a significant overspill of parking on the highway.
- 8.25 There are a number of representations that refer to the highway safety at the site. In respect to highway safety, the access is centrally located with good visibility and vehicles have the ability to turn on site. A swept path plan has been accepted by highways engineers, this will allow for vehicles to enter and exit in first gear. The refuse bins are located be close to the highway for collection.
- 8.27 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 18 spaces) as these are located in a secure and covered cycle store within the rear communal amenity space. Vertical cycle parking would not be appropriate. This can be secured by way of a condition.
- 8.28 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse

- 8.29 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.

Impact on trees and wildlife

- 8.30 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. The proposed landscape design protects most of the existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned. 4 category C trees will be removed, none of these trees are considered to have a high amenity value. 9 new trees will be planted at the entrance, 3 in the communal garden and 8 in the private gardens.
- 8.31 The works should be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned. It is also recommended that a detailed tree protection plan be submitted for approval.
- 8.32 No protected species have been observed on site. A condition has been added requiring a biodiverse planting area at the rear.

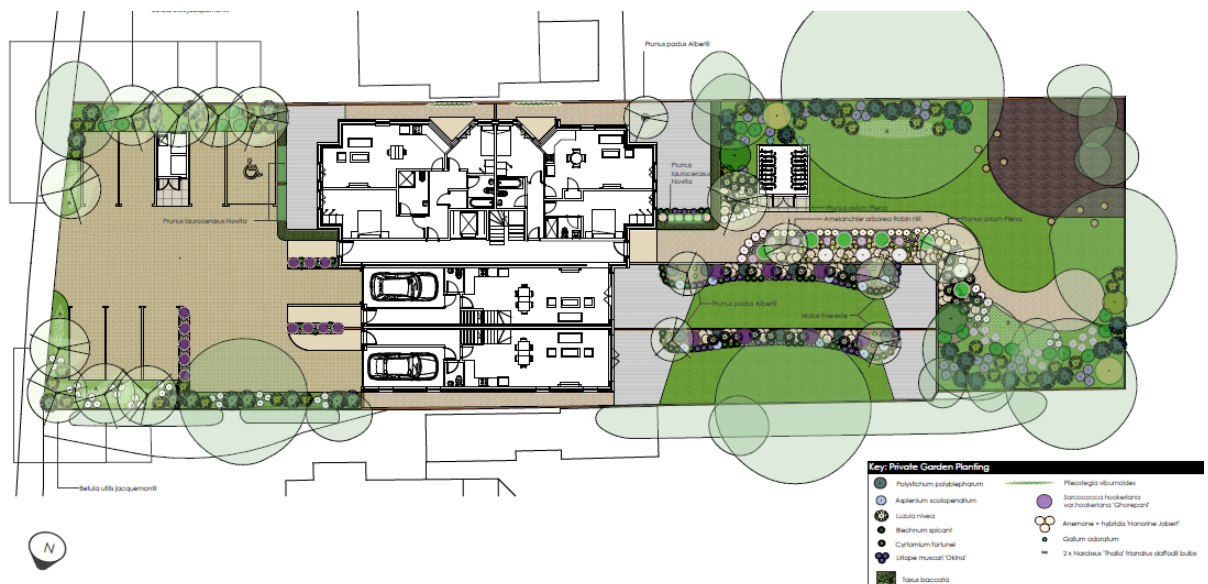


Fig 8: Extract from submitted soft landscaping scheme

Sustainability Issues

- 8.33 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

- 8.34 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.
- 8.35 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.
- 8.36 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.37 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

- 8.38 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.
- 8.39 All other relevant policies and considerations, including equalities, have been taken into account.