

PART 5: Planning Applications for Decision**Item 5.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05202/FUL
 Location: 48 Homefield Road, Coulsdon, CR5 1ES
 Ward: Old Coulsdon
 Description: Demolition of existing house and erection of 1 x 4 bedroom dwelling and 3 x 3 bedroom dwellings with associated car parking, PV panels, cycle parking, refuse storage and landscaping
 Drawing Nos: LP/48HRC/020 B, 1708 /A / 1001, 1708/A/1006 REV 01, 1708/A/1005 REV 02, 1708/A/1002 REV 02, 1708/A/1000, 10164_102, 1708/A/1010 REV 02, 1708/A/1003 REV 02, 1708/A/1008, 1708/A/1014 REV 02, 1708/A/1012 REV 03, TPP/48HRC/010C2
 Applicant: Mr C Robinson
 Agent: Mr Howard Carter- Thinkingspace Ltd
 Case Officer: Victoria Bates

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					1
Proposed			3	1	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
8	8

- 1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received and the application has been referred by Councillor Bird.

2.0 RECOMMENDATION

- 2.3 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 to be submitted
4. Details of hard and soft landscaping
5. Details of site specific SuDS to be submitted
6. Details of materials to be submitted
7. Removal of permitted development rights
8. Details of electric vehicle charging point to be submitted
9. Details of cycle parking

10. Details of biodiversity enhancements
11. M4(2) and M4(3) units to be retained
12. No other openings other than as specified in the application
13. 19% Carbon reduction
14. 110litre Water usage
15. 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) Highway works
- 4) Accessible units
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the 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

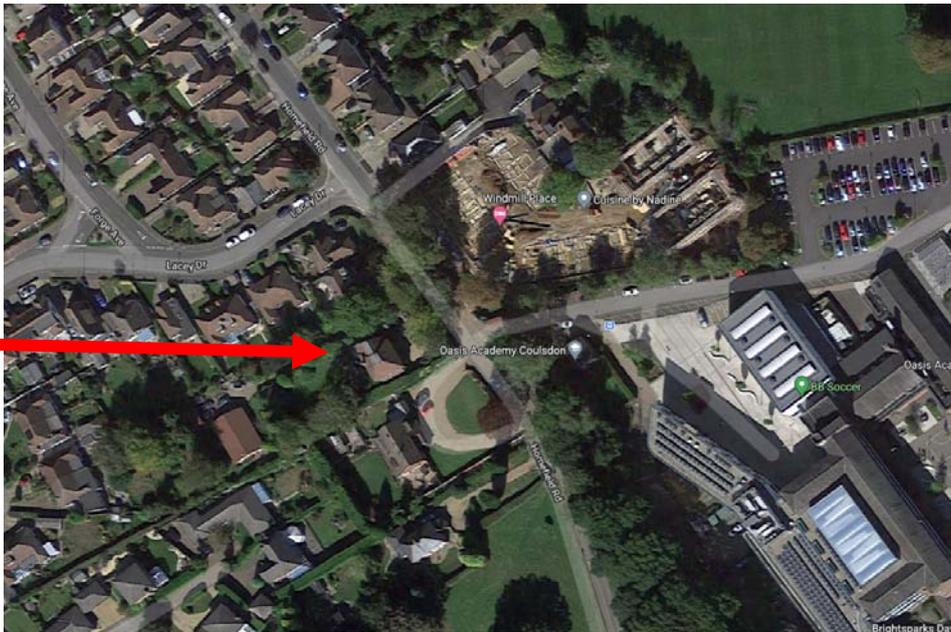
3.1 The proposal includes the following:

- Demolition of existing house
- Erection of 1 x 4 bedroom dwelling and 1 x 3 bedroom dwellings
- Creation of a new access and provision of 8 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received to: retain more trees, reduce the height of the dwellings from three storeys to two, introduce pitched roofs instead of flat roofs, remove and direct windows.

Site and Surroundings

3.3 The site is a detached house located on land at 48 Homefield Road. Both properties have generous gardens and are accessed from Homefield Road. A number of trees on site are the subject of Tree Preservation Orders (12, 1985). While the site itself is not in a flood zone, the area is susceptible to flooding from surface water (storm water runoff after rain events causing flooding). The site is in an area with a Public Transport Accessibility Level (PTAL) of 1b on a scale of 1 to 6 with 1 representing an area with low levels of access to public transport. The site is also in an Archaeological Priority Area.



Planning History

3.4 None

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates 4 family sized units
The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable.
- 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 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: 99 Objecting: 99 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
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Sections 8.2-8.6 of this report.
Out of keeping with existing development in the area in terms of height and bulk. Obtrusive design.	Addressed in Sections 8.7 – 8.12 of this report.
Impact on setting on nearby Locally Listed	The proposal is sufficiently separated from this building to cause harm to its setting.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.18 - 8.24 of this report.
Extra pollution and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
<i>Trees/Ecology/Environment</i>	
Impact on wildlife	Addressed in Section 8.35
Loss of trees	Addressed in Section 8.35
<i>Transport and parking</i>	
Increased traffic	Addressed in Section 8.25-8.30 of this report.
<i>Amenities of future occupiers</i>	
Gardens are too small	The private amenity spaces meet policy requirements
<i>Other matters</i>	

Increase in flood risk	Addressed in Section 8.33 of this report
Houses are not affordable	There is no policy requirement for these units to be affordable
Insufficient infrastructure to support additional housing	This application will be liable for CIL (Community Infrastructure Levy)

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

Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 below.

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
- 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

7.7 Emerging New London Plan

A replacement for the London Plan, in the form of the New London Plan 2019 (NLP) has been subject to public consultation and an examination in public (EiP). Subsequently the Mayor's Intend to Publish NLP has been published following on from the Planning Inspector's Panel Report, with the Secretary of State subsequently commenting on the Mayor's Intend to Publish NLP. Whilst the NLP is yet to be formally adopted, it is close to adoption and whilst the weight afforded to it is down to the decision maker, its weight continues to increase as it gets closer to adoption.

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. Other matters

Principle of Development

- 8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.3 The Croydon Suburban Design Guide (2019) sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a 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 existing residential character and local distinctiveness, and accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 5 bedroom house with a floor area of approximately 234sqm. There would be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The proposed mix is 1 x 4 bedroom dwelling and 3 x 3 bedroom dwellings which constitutes as 100% family housing.

Townscape and Visual Impact

- 8.7 This side of Homefield Road is made up of detached houses with varying character. There is a school and new development of 24 residential units (16/06400/FUL) The

building on the application site does not hold any special significant architectural merit or protection and therefore there is no objection to its demolition.

- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide suggests that where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope.
- 8.10 The proposed dwellings would be two storeys in height and arranged across the site with the dwelling at the front addressing the street. The design of the scheme would follow the contemporary reinterpretation approach set out in the Suburban Design Guide. The footprint of the houses and roof form are generally in keeping with the surrounding height and massing. The window openings and curved ground floor elevation add interest and a contemporary feel to the dwellings.



- 8.11 To accommodate the additional units, the building line would be brought forward of the existing dwelling. The house at the front would face onto the street and the other three houses would face northwards. To the south and west of the site, the development pattern is irregular- with a mix of detached bungalows and two storey dwellings which are accessed from cul de sacs, long driveways and lanes from the highway. As such, the development would respect this development pattern and although the dwelling at the front would sit slightly forward of the building line, it would be sufficiently separated visually from 46 and 50 Homefield Road that it would not dominate the streetscene.
- 8.12 Therefore having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.13 All of the proposed new units- 1 x 4 bedroom 7 person units and 3 x 3 bedroom 5 person units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).

- 8.14 The proposed units are all dual aspect which allows to a good level of cross ventilation and levels of daylight. All units have appropriate layouts.
- 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 unit. All private amenity spaces exceed the required standards.
- 8.16 Policy 3.8 of the London Plan and D7 and H2 of the Draft London Plan set out that 90% of units should meet M4(2) and 10% M4(3) but that flexibility should be applied on smaller schemes if exceptional circumstances prevail. One unit would be M4(3) compliant and three M4(2).
- 8.17 Overall, the development would provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.18 Policy 7.1 of the London Plan indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being.
- 8.19 The one of the most affected neighbours would be 50 Homefield Road. The proposed dwelling at the front of the site would have ground floor windows on the side elevation – screened by the boundary treatment and no first floor windows facing towards number 50. The first floor side window would be directed towards the street- which is an improvement on the existing side facing windows that face directly onto 50 Homefield Road. The foot print of this unit would be similar to the existing dwelling and therefore would not appear overly dominant or cause a loss of outlook.
- 8.20 The two middle dwellings would be separated from number 50 by 15.8-16 metres and at first floor by 17.1-17.3 metres. At ground floor the rear windows of the units would be screened by the boundary treatment. At first floor, the second unit from the street would have windows directed to the street (East) and the other unit would have windows directed to the rear of number 50 (South). The existing trees on the boundary would be retained in order to provide additional screening. The separation distance falls slightly short of the 18 metres set out in the Suburban Design Guide (2019). However, paragraph 2.9.17 states that angled windows can be used to mitigate overlooking where separation distances cannot be achieved and also the 18 metre distance is based upon a back to back relationship whereas 50 Homefield Road is perpendicular- so their rear windows face away from the application site.
- 8.21 The proposed unit at the rear of the site would not have directed windows at first floor. The windows would face towards the rearmost part of number 50's garden and 12 Commonside Close which would be more than 10 metres from the rear elevation of either property. Also, a tree would be retained in the corner of the site which would aid screening. The proposed dwellings would be orientated north of both properties so no shadowing or loss of light would occur. Overall, the proposal would not cause significant harm to the amenities of 50 Homefield Road or 12 Commonside Close.



- 8.22 Immediately to the north of the site is an access road serving 48A Homefield Road which separates the site from 46 Homefield Road and the properties that front Lacey Drive. It is lined with trees and hedges. The proposed unit at the front would have one first floor window on the side elevation –but it would face directly onto the flank wall of 46 Homefield Road which has no windows. The proposal will therefore not have a significant detrimental impact on the amenities of this property
- 8.23 The proposed units would be separated from the properties on Lacey Drive by between 21 and 24 metres. This accords with the Suburban Design Guide (2019). In addition to this, the scheme has been design with only one first floor window (per unit) facing towards Lacey Drive and this will have a shroud which will limit wider views to some extent and the trees and hedges along the lane will obscure some views. The proposal will therefore not have a significant detrimental impact on the amenities of the properties on Lacey Drive.



8.24 The site adjoins 48A Homefield Road at the rear. This property is a bungalow with windows serving habitable rooms facing onto the site. There are 2 x cypress trees and a holly tree at the rear of the site that provides a dense and tall screen. The separation distance would be 8.7 metres between the front elevation of 48A and the side elevation of the two storey dwelling. A hawthorn tree will be retained in the southern corner of the site a new hawthorn will be planted in the opposite corner. The separation distance would be 8.7 metres which falls short of the guidance of 18 metres within the Suburban Design Guide (2019) for back to back distances- however this is a side to front relationship for which there is no specific guidance. The proposed dwelling would only have one high level, obscurely glazed at first floor level- so the proposal would not cause any loss of privacy or overlooking towards 48A.

The ground floor of the proposed side elevation would be screened by hedging and so only the first floor would be visible. The outline of the unit would have a similar massing as the existing cypress trees which currently limit the outlook from the front facing windows of 48A. Overall, the proposal will therefore not have a significant detrimental impact on the amenities of the properties on 48A Homefield Road.



Parking and Access

Parking

- 8.25 The site has a public transport accessibility level (PTAL) of 1b which is poor. The site is served by two bus services – 401 and 466.
- 8.26 Two car parking space would be provided for each unit. This is in accordance with London Plan standards and would be an adequate provision given the size of the units and PTAL. A condition would be attached to the permission to require 20% active and 80% passive Electric Vehicle Charging Points.
- 8.27 Eight cycle parking spaces would be provided for each unit within their own store. This meets the requirements of the London Plan. Details would be conditioned.

Access

- 8.28 There is an existing central crossover which would be moved.
- 8.29 The Transport Statement provides manoeuvring plans that demonstrate that a vehicles can manoeuvre into the site.
- 8.30 A pedestrian route through the site would be indicated by a change in surfacing.

Refuse storage/collection

- 8.31 A refuse storage area is shown in the middle of the site and a store for bulky waste slightly closer to the front of the site. The store would meet the required distances for residents and refuse crews. Details of the store would be conditioned.

Environment and sustainability

- 8.32 Conditions will 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.
- 8.33 The site itself is located within an area which is of 'very low' risk of surface water flooding with limited potential for groundwater flooding to occur. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines SuDS measures that could be feasible at the site including permeable paving and soakaways. A condition requiring site specific SuDS measures would be imposed on any planning permission.

Other matters

- 8.34 Archaeology- Historic England do not require any assessments as the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
- 8.35 Trees and landscape – there are five protected trees on the site (TPO, 12 1985) and two along the lane to 48A Homefield Road which is outside of the site. The protected trees are three at the front of the site and two on the south eastern boundary. None of these protected trees would be removed as part of the proposal. Two clusters of category C trees and shrubs would be removed on the southern corner and north eastern boundary. Three trees would be planted as well as hedging along the entire boundary of the site. Overall, there would be a net loss in trees, however a sufficient number of trees would be in place to retain the character of the site.

Extensive discussions with the Council's Tree Officer have taken place to prevent harm to the protected trees at the front of the site. The utilities would be as far as possible from the RPAs and a moling technique would be used to minimise the impacts.

- 8.36 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 borough.

Conclusion and planning balance

- 8.37 The principle of residential development is considered acceptable in this area. The development accords with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future residents. The impact on the highway network is acceptable. The proposal's design and appearance is satisfactory and does not weigh against it in the balance. The proposal would provide acceptable quality of accommodation and much needed family. Therefore, with the conditions recommended the proposal is considered to be accordance with the relevant polices.
- 8.38 All other relevant policies and considerations, including equalities, have been taken into account.