

PLANNING SUB COMMITTEE AGENDA

PART 5: Planning Applications for Decision

Item 5.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 19/05568/FUL
Location: Land R/o 20-22 Gidd Hill Coulsdon CR5 3AH
Ward: Coulsdon Town
Description: Demolition of garages, erection of two semi detached dwellings with vehicular access, car parking, cycle and refuse storage
Drawing Nos: GIDD/100 Rev B, GIDD/100 Rev A received 09/04/2021, 006 Rev A, 002 Rev 3 Site Location Plan.
Applicant: Mr Dean Robinson
Case Officer: Jedd Goodwin-Roberts

	2-bed	3-bed	3-bed		Total
Existing					
Proposed			2		2

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
2 parking spaces	6 Cycle spaces. Two within the rear garden of plot 2. Two to the front of plot 1 and two visitors spaces to the front too.

- 1.1 This application is being reported to Planning Committee because objections above the threshold as specified by the Committee Consideration Criteria have been received.

RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 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 except where specified by conditions
3. Materials (including samples) to be submitted for approval prior to any above ground works
4. Hard and soft landscaping to be submitted, including replacement tree planting
5. Car parking to be provided as specified
6. Full details of cycle stores to be submitted prior to occupation
7. Details of electric vehicle charging point to be submitted prior to occupation
8. Construction Logistics Plan to be submitted prior to commencement (including demolition)
9. Details of site specific SuDS to be submitted prior to any above ground works
10. 19% Carbon reduction
11. 110 litre Water usage
12. All units to meet M(4)2 standard
13. Any other planning condition(s) considered necessary by the Director Planning and Strategic Transport

Compliance condition:

- 16 Any flank facing window should be obscure glazed and non openable above 1.7m from internal finished floor height.

Informatives

- 1) Community Infrastructure Levy
- 2) Policies
- 3) Code of practise for Construction Sites
- 4) Party Wall Act
- 5) Highways
- 6) Environmental Health Comments
- 7) Protected Species
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

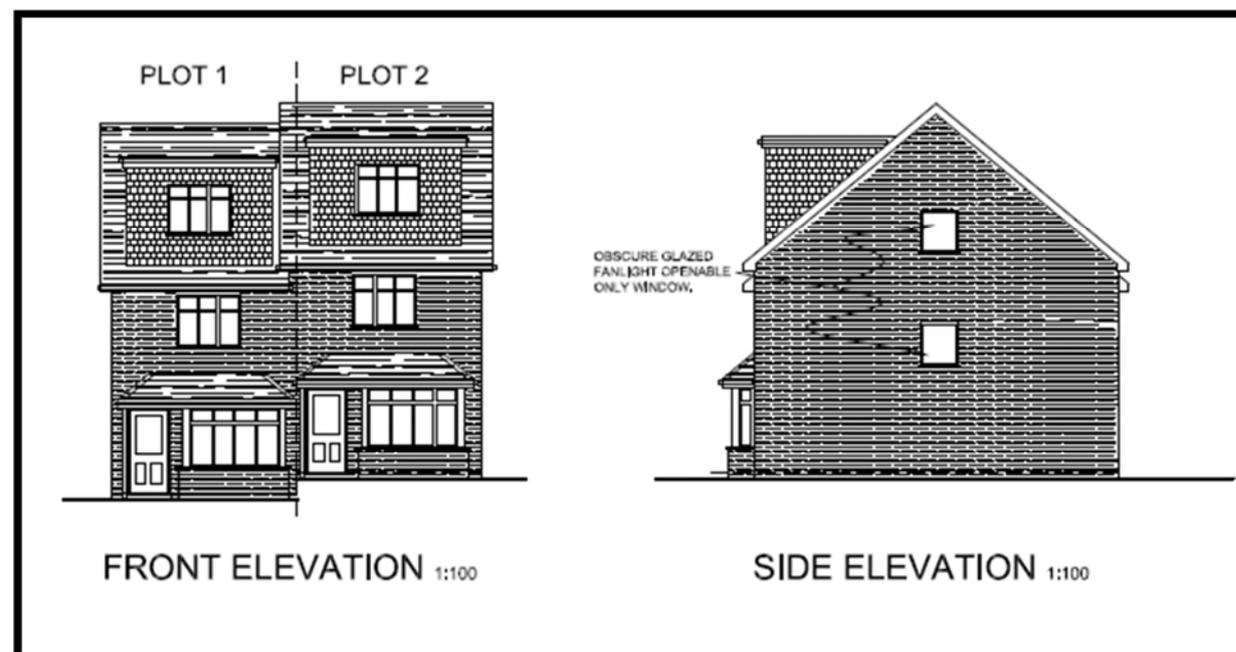
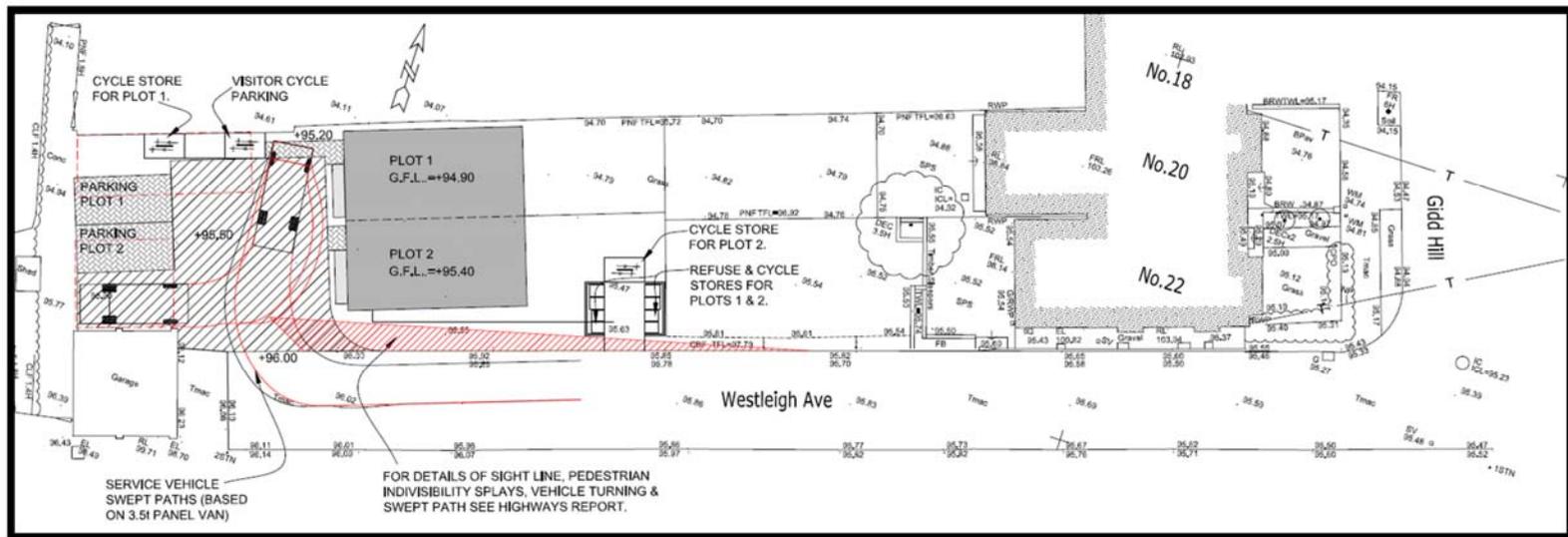
- 2.3 That the Planning Sub Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

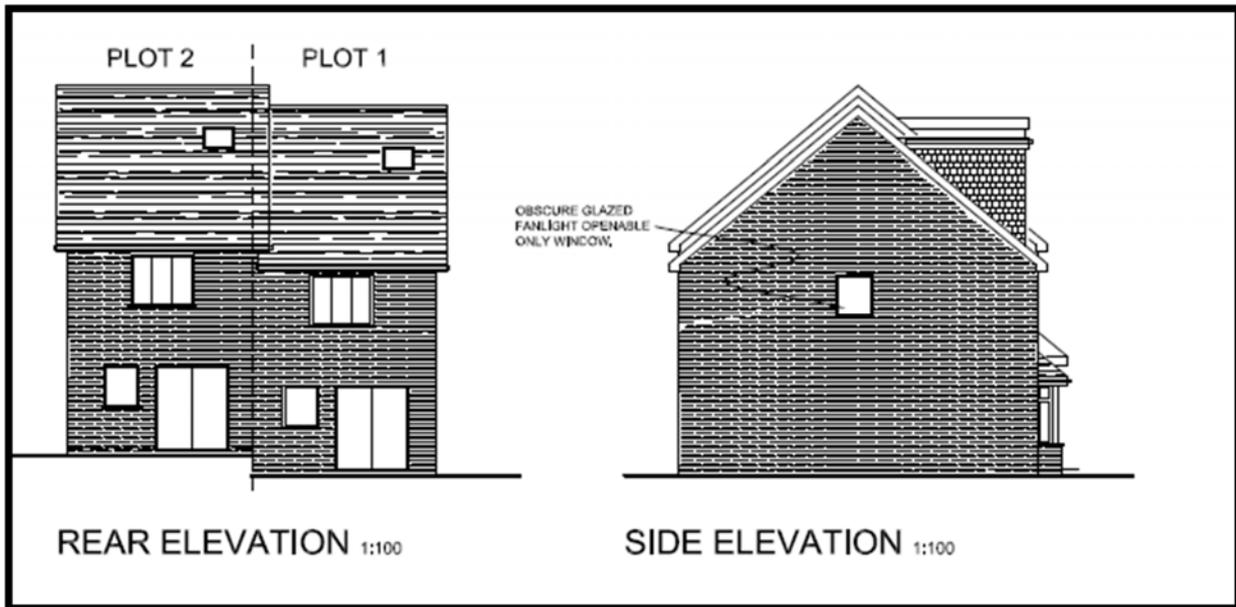
3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- 2X3 bed family sized semi-detached dwellings
- The erection of a pair of semi-detached dwellings within the garage area and the rear garden of 20 & 22 Gidd Hill, Coulsdon
- Each dwelling would have storage for two bikes each, one car each
- Refuse storage/collection point located along Westleigh Av





Site and Surroundings

- 3.2 The application site lies to the west of 22 Gidd Hill in the Coulsdon Town ward of Coulsdon. Access into the site would be via Westleigh Avenue. The site is currently occupied by garages and a small part of the garden area associated with No's 20&22 Gidd Hill.
- 3.3 The immediate surrounding area is residential in character, comprising of predominantly semi-detached and terraced two storey inter war style residential dwellings. To the south of the site is Bramley Avenue. Bramley Avenue is typified by interwar style dwellings with varying material building finishes, hipped and gabled roofs. To the rear of the application is the grounds for Chipstead Valley Primary School.
- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 2.
- 3.5 The application site contains no protected trees and the site is not subject to any heritage designations nor is the site on or adjacent to protected land.



Site Plan



Aerial View

Planning History

3.6 On site planning history is present:

- 19/00793/FUL - Erection of two storey four bedroom detached dwelling, associated alterations, provision of associated parking and refuse storage. Withdrawn
- 99/01433/P - Alterations to roof. Granted

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers would be acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- The scheme would have no undue impact on protected trees;
- Sustainability aspects of the development can be controlled by condition.

5 CONSULTATION RESPONSE

The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

- 6.1 A total of 32 properties were consulted. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 96 Objecting: 46 Supporting: 50

- 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
Overdevelopment due to its size, footprint, layout, density and massing.	Addressed in Sections 8.5-8.13
Out of character with the surrounding area by design, scale, height and density/out of character with neighbouring properties/ruin corner aspect/not in keeping with the area/ overcrowded/cramped form of development/overbearing /obtrusive by design/impact on the community	Addressed in Sections 8.5-8.13
Poor outlook for future occupiers caused by the development, distances and location of bin stores	Addressed in Sections 8.14-8.17
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/no daylight and sunlight report	Addressed in Sections 8.18-8.23 No requirement for a daylight and sunlight report with this application
Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ insufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles. Poor pedestrian access. No street lighting	Addressed in Sections 8.24-8.29 A Construction Logistics Plan is suggested by condition

No electric vehicle charging Pressures during construction	
Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals	Addressed in Sections 8.30-8.31
Flooding/impact on utilities/poor drainage/ sewers/mains	Addressed in Sections 8.32 – 8.36
Lack of infrastructure/local services	Addressed in Sections 8.32 – 8.36 The development would be liable for CIL which would make a contribution to services and infrastructure
Impact on property value	Not a material consideration

6.3 50 support letters were also submitted which includes:

- Increase in family housing
- Should not result in increased parking stress
- No harm to neighbouring amenities/loss of light/overshadowing/loss of view
- Good quality design
- Good use of unused space
- Need more housing
- Good quality housing provided and adequate gardens

6.4 Councillor Mario Creatura, Ward councillor for Coulsdon Town has referred the application to Planning Sub Committee on the following grounds:

- Parking stress within the area and vehicular access to the development.
- The developer is developing the site to provide houses for his children who have multiple cars
- Concern caused by the disruption of the development.

6.5 These concerns are addressed in the subsequent sections of the report.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Croydon Local Plan (2018), London Plan (2021) 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.
- 7.3 The main policy considerations from the London Plan (2020) raised by the application that the Committee are required to consider are:
- Policy D4 Delivering good design
 - Policy D3 Optimising site capacity through a design led approach
 - Policy D6 Housing quality and standards
 - Policy G5 Urban greening
 - Policy H1 Increasing housing supply
 - Policy H2 small sites
 - Policy H10 Housing mix size
 - Policy SI 13 Sustainable drainage
 - Policy T5 Cycling
 - Policy T6.1 Residential parking

Croydon Local Plan (2018)

- 7.4 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:
- SP2: Homes.
 - SP2.1 Choice of homes.
 - SP2.2 Quantities and locations.
 - SP2.7 Mix of homes by size.
 - SP2.8 Quality and standards.
 - DM1: Housing Choice for Sustainable Communities.
 - DM1.2 Net loss of 3 bed or homes less than 130 sq.m.
 - SP4: Urban Design and Local Character.
 - SP4.1 High quality development that responds to local character.
 - DM10: Design and Character.
 - DM10.1 High quality developments, presumption for 3 storeys.
 - DM10.2 Appropriate parking and cycle parking design.

- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
- Minor residential scheme 19% CO2 reduction.
- Water efficiency 110 litres.
- SP6.4 Flooding and water management – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- DM40: Kenley and Old Coulsdon

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- Suburban Design Guide SPD (April 2019)

The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the

Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues relate to:

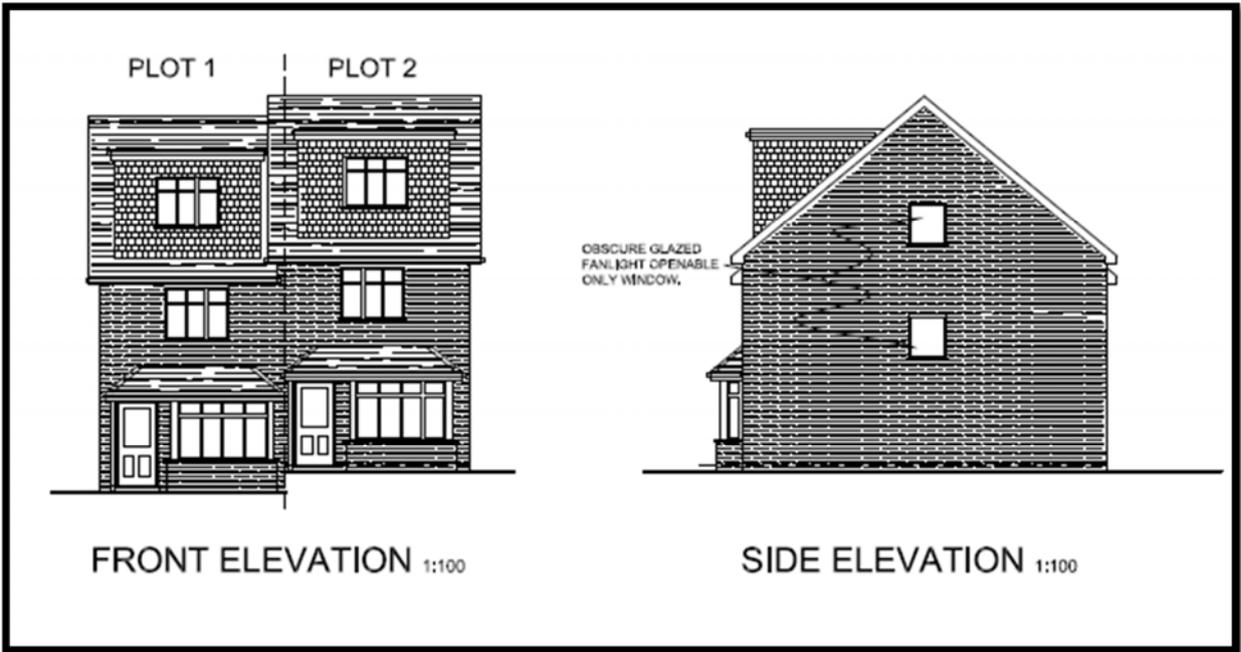
1. Principle of development
2. Townscape/visual impact/character of the area
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability, flooding and environment

Principle of Development

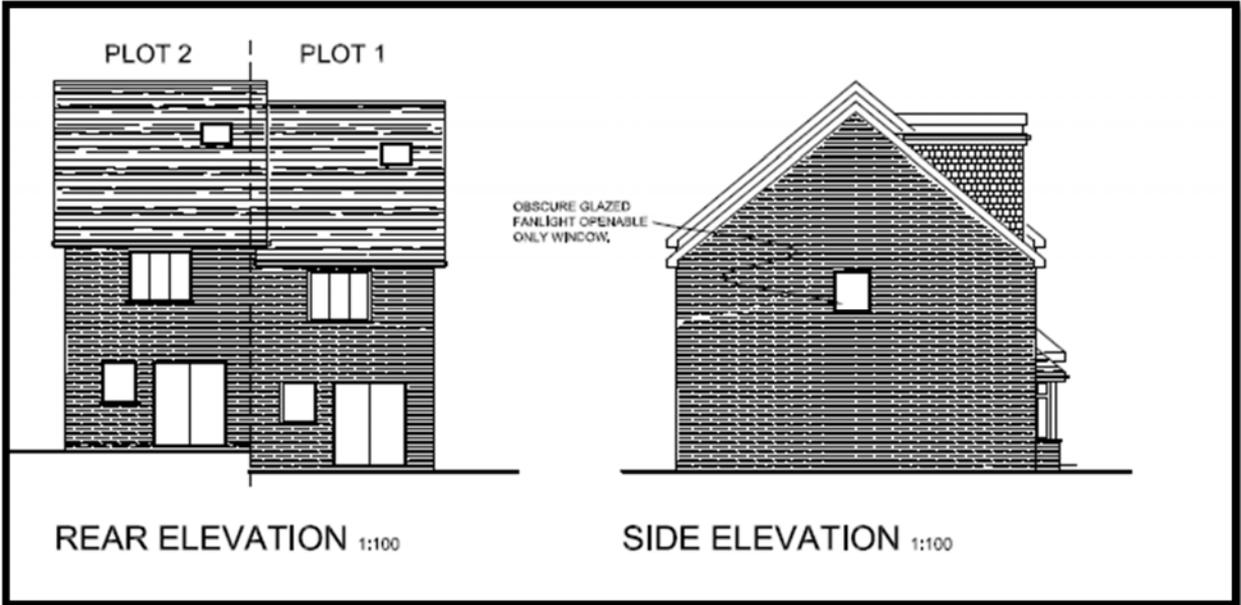
- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 The site is located within an existing residential area. The application proposes two family sized homes which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote. Local Plan Policy DM10.4e states that in the case of development of an existing building which is to be retained, a minimum length of 10 metres and no less than half or 200m² should be retained for the host property after subdivision. In this instance, the host properties retain between 15m and 17m and so meet the first part of the policy. The area of the existing garden space is approximately 185m² (for no 20) and 210m² (for no 22). The proposal would result in approx. 82m² retained for no 20 and 117m² for no 22. As such, no 20 has a minor transgression from the policy but it should be noted that this property has an existing large rear extension which reduces the amount of garden space. The purpose of this policy is mainly in relation to ensuring that very tight development does not come forward in relation to existing urban grain. Therefore on balance this is considered acceptable.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The proposed development would provide 2no 3 bedroom 6 person units which would result in 100% of the development providing three or more bedroom units and in principle the proposed development is considered to be acceptable.

Townscape and Visual Impact

- 8.5 London Plan Policy D3 and D4 seeks to optimise housing output taking into account local character and optimising site capacity through a design led approach. In doing so developments are required to demonstrate high quality architecture and a high quality site layout that contributes to the local character and patterns of development in addition to optimising site capacity. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land.
- 8.6 The Suburban Design Guide sets out three broad approaches when responding to local character:
- Innovative and original
 - Contemporary reinterpretation
 - Sympathetic and faithful.
- 8.7 It is proposed to erect one pair of semi-detached houses which are considered to be a sympathetic and faithful design to the surrounding locale. The design of the scheme incorporates a range of features found in the locality including dormer windows, gabled roofs and brick material finishes to the facades. The dwellings would have gabled roof forms and they would step down northwards in a similar pattern as per the dwellings on Gidd Hill. The dwellings would have front facing dormers which are also present in the immediate locale.
- 8.8 The houses would be two storeys and would incorporate small dormers within the loft space in the front roof slope.



Front and side elevation



Side and rear elevation

8.9 The surrounding area is characterised by predominantly terraced and semi-detached two story inter war style properties. The proposal is for a pair of semi-detached dwellings similar in design and scale and appearance as per the donor site dwellings 20/22 Gidd Hill. The properties also respond to a reduction in land

levels heading north as demonstrated with properties along Gidd Hill. As such, the proposal is acceptable in terms of massing.



View along Westleigh Avenue looking towards Gidd Hill.



View looking down Westleigh Avenue towards the rear of the properties along Gidd Hill.

- 8.10 To the front there is a large area with two dedicated parking spaces and an additional area to facilitate turning. There would be a small area of defensible space which can be further conditioned as part of a soft landscaping plan. The properties themselves share common features of the donor dwellings along Gidd Hill, with gabled roofs and the building proportions. The proposal would introduce buildings at the end of the gardens of the host properties, in an area which already has some ancillary structures. Whilst there are not typically buildings of this size found in rear gardens locally, the site has a frontage on to Westleigh Avenue, which has similar properties on the opposite side. The proposals are slightly lower, but generally very similar to, the host properties and so form a logical extension to the current built form and so would not have a significant impact on the character of the area. The siting, scale, massing design, orientation and separation between the proposed development and neighbouring properties would not result in an overcrowded form of development with an overbearing appearance. Instead given its relationship to its surroundings and spatial separation between existing properties, its design, position and scale would be sympathetic to the local character and would therefore be acceptable in terms of its impact on the character of the area.
- 8.11 Limited details of materials have been submitted. The application form states part render part brick. The indicative new drawings indicate a full brick façade. Either materials would be suitable in this location, however given the lack of clarity the proposed materials shall be conditioned as part of this scheme.
- 8.12 The dwellings would be afforded with generous sized rear gardens. As such, it is considered that the dwellings would thus help to reinforce the suburban environment of Coulsdon.
- 8.13 Given the site is within a residential area, the proposed development would not change the use of the site. Therefore the proposal would have an acceptable impact on the local community.

Housing Quality for Future Occupiers

- 8.14 The proposed dwellings should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).
- 8.15 Table 3.1 of London Plan Policy D6 requires a three storey, three bedroom four person dwelling to have a gross internal floor area (GIA) of 90 SQM with 2.5 SQM of built in storage. The guidance also outlines that double bedrooms must have a minimum GIA of 11.5 SQM and should have a minimum width of 2.75m for the main double bedroom, reducing to a width of 2.55m for each subsequent double bedroom. Single bedrooms should have a minimum GIA of 7.5m and should have a minimum

room width of 2.15m. These standards are also in alignment with the nationally described space standards (2015).

- 8.16 Local Plan DM10.4 requires a minimum amount of private outdoor space of 5 SQM for a 1-2 person unit and an additional 1SQM per additional occupant. Local Plan DM10.6 states that new developments should provide adequate levels of daylight and sunlight to potential future occupants.
- 8.17 Both dwellings proposes would meet the nationally described space standards for three bedroom, four person dwellings over three floors. The proposed bedrooms would exceed the minimum GIA and width requirements outlined by London Plan D6. The proposed private amenity area would exceed 7 SQM which would be the minimum amount of private amenity space required by Local Plan DM10.4. The dwellings would be dual aspect. Each room would be served by large windows which would provide a reasonable standard of daylight and sunlight. As such, the proposal would result in an adequate standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.18 Policy DM10.6 states the Council will not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings and Suburban Design Guide SPD states that new development should not negatively impact upon neighbouring properties.
- 8.19 The proposed development is not considered to result in undue harm on the neighbouring amenities of No.20 and 22 Gidd Hill (the donor site). The rear elevations of the proposal are 22m and 24m away from the nearest rear points of these host dwellings, well in excess of the 18m set out in guidance in the SDG. The retained garden space is much larger than required against existing standards regarding quality of living environment.
- 8.20 To the south of the site, the nearest neighbours that may be affected by the development would be No's 145 to 151 Westleigh Avenue, in particular No's 145-149. These properties front elevations would face the flank elevation of these new dwellings. Whilst these properties would result in a disrupted outlook and some impact on daylight and sunlight this relationship, of properties on the opposite side of the street, is quite normal as is replicated at No's 133-235 Westleigh and the flank of 22 Gidd Hill. These properties still enjoy a reasonable level of amenity and this would be similar as a result of the proposed development on No's 145-149 Westleigh.
- 8.21 The proposed development is for two family sized dwellings. The proposed use of the site would not result in an increased amount of disturbance including noise and traffic generation any more so than what would be normally expected within a suburban residential environment. It is acknowledged that with any build there may be slight disturbances and inconveniences for neighbouring properties, it is

considered that this would be acceptable and a Construction Logistics Plan shall be imposed to ensure neighbouring amenities are protected. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.

8.22 Officers are satisfied that the proposed development would not result in undue harm on neighbouring amenity that would justify a reason to refuse planning permission due to the separation distances and the orientation of the development in relation to adjoining neighbours and as such it is considered that the policy requirements of DM10.6 are met.

Access and Parking

8.23 London Plan Policies T5 and T6.1 seek to ensure that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards as does DM29.

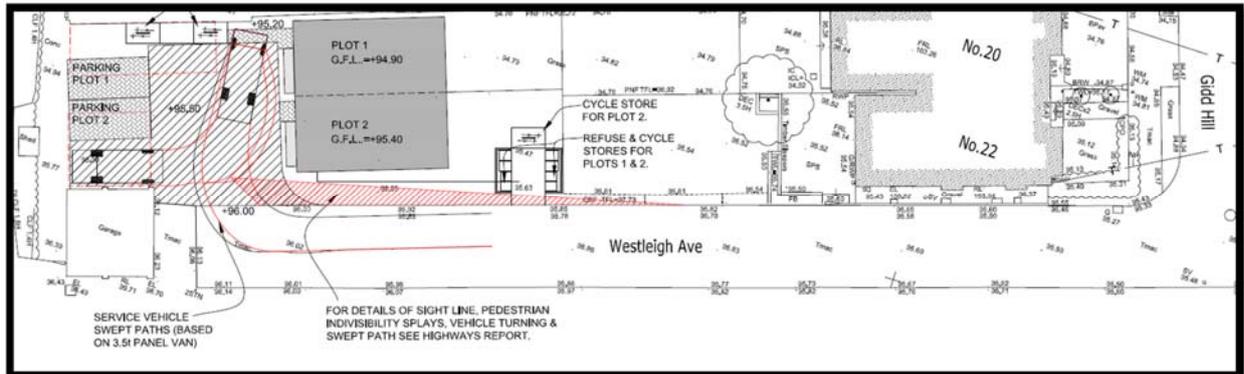
8.24 The application site is located in a poor area of public transport accessibility with a PTAL rating of 2, which indicates poor level of accessibility of public transport links. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. This is the maximum standard. The proposal would achieve one parking space per dwelling which would fall within the maximum standards outlined in table 6.2 of the London Plan. As such, each dwelling would have sufficient parking for the type of housing provided.

8.25 The proposal may result in overspill parking despite 1:1 parking being provided. The proposal also results in the loss of the garages from the host dwellings which could result in 2 cars now being parked on the highway against a maximum policy provision. It should be noted that most properties in the area have off street parking for 2 cars. No.20 has space for 2 cars on its drive. As such, the proposal is therefore in line with what is typically found in the locality and as such does not require a parking stress survey.

8.26 The applicant has indicated that, should it be necessary, they would be happy to agree to a legal agreement restricting residents for applying for parking permits should a future controlled parking scheme be implemented. On balance this is not considered necessary by officers.

8.27 The proposed development is a low intensity development providing two dwellings on a relatively compact development site. Submitted details have provided a tracking exercise which indicates that a 3.5 tonne Panel Van (larger than a private

car) could easily enter and access the site within a forward gear. The submitted details have also demonstrated that the pedestrian and vehicular visibility lines could be achieved ensuring safe ingress and egress from the development site, as illustrated on the below plan.



8.28 No concerns are raised with regards to the accessibility of the site for a fire appliance, given the sites proximity to Westleigh Avenue. Both dwellings could be reasonably reached by a fire appliance and a 45m long hosepipe.

8.29 Refuse and waste storage has been provided in an area to the rear of plot 2 accessed via Westleigh Avenue. The space provided would comfortably fit 4 bins per dwelling in this area. The refuse would be within the permitted distance from plot one to drag the bins to but also for refuse operatives to collect from.

8.30 Each dwelling is afforded with cycle storage provision of 2 bikes. For plot one, parking for bikes is provided within the front area whilst in plot 2 bikes are stored within the rear garden. Within the front area there is space provided for 2 visitor bikes. This level of provision is acceptable. Details of means of enclosure has not been provided and details of the means of enclosure shall be conditioned upon approval.

Trees, Landscaping and Ecology

8.30 Policy G7 of the London Plan states “Trees and woodlands should be protected, maintained, and enhanced” and DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough’s woodlands, trees and hedgerows.

8.31 The site is not covered by any Tree Preservation Order but two ash trees are located within the site, to be felled. No arboricultural objections to the proposal have been raised as a survey has found that they are in poor health and suffer from ash dieback. Replacement tree planting will be secured through a landscaping condition.

Environment, Flooding and Sustainability

- 8.32 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.
- 8.33 Representations have been received in respect of impact from flooding and poor drainage.
- 8.34 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The environment agency also states that the site is at a low risk of surface water flooding. Therefore the site is not at any risk of flooding. However to ensure the site does not result in flooding or to contribute to flood risk management, a SUDs condition shall be imposed to ensure the site can sufficiently drain its self.
- 8.35 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day and 19% emissions. This is considered acceptable.
- 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, such as local schools.

Conclusions

- 8.37 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a sympathetic and faithful development, relating well with the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would not have a significant effect on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on highway safety and the highway network. The proposal is considered to accordance with the relevant polices.
- 8.38 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.
- 8.39 All other relevant policies and considerations, including equalities, have been taken into account.