

PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: [17/03851/FUL](#) (*Link to associated documents on Planning Register*)
 Location: 177 Chipstead Valley Road, Coulsdon, CR5 3BR
 Ward: Coulsdon West
 Description: Demolition of the existing bungalow; erection of a two storey development with roof accommodation comprising 3x2 bedroom, 2x1 bedroom and 1x3 bedroom flats; provision of 3 parking spaces; cycle parking and refuse storage; and external amenity space.
 Drawing Nos: P001, P004 P4-A, P400 P2-A, P401 P2, P402 P2-A, P403 Rev A, P501Rev A, P502 Rev A, P504 Rev A, P506 Rev A, P507 Rev A
 Applicant: Mr A Howell
 Agent: Mr S Grainger
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed
Flats	2 (2 persons)	3 (2x3 persons & 1x 4 person)	1 (5 person)

Number of car parking spaces	Number of cycle parking spaces
3	6

1.1 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. In accordance with the approved plans
- 2. Details of parking arrangements, visibility splays, garden and communal areas and refuse stores to be provided as specified within the application
- 3. Details of the security/external lighting and cycle store to be submitted to and approved.
- 4. Window restrictions in eastern and western elevations other than as specified
- 5. Samples of the external facing materials to be approved
- 6. Hard and soft landscaping details to be approved (to include SUDS)

7. Water usage and Carbon Dioxide emission reduction
8. In accordance with Sections 6.0 and 7.0 of the Flood Risk Assessment
9. Works to commence within 3 years
10. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Code of practise for construction sites
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing bungalow
- Erection of a two storey building with accommodation in roof-space comprising 1x3 bed, 2x1 bed and 3x2 bed apartments
- Provision of 3 car parking space and 6 cycle spaces
- Provision of refuse and cycle stores
- Associated hard and soft landscaping

3.2 The main differences between this scheme and the 2016 scheme which was previously refused planning permission (LBC Ref 16/04962/FUL) are as follows:

- The loss of the bungalow has been overcome by the provision of a three bedroom 5 person dwelling with appropriate parking and amenity space
- The building mass has been reduced and re-designed to limit its impact upon 175 Chipstead Valley Road.
- The building has been re-designed.
- The forecourt parking areas utilises the existing access providing a well-designed and safe parking area.
- Sufficient information has been submitted as part of this application to satisfy officers that potential ecological issues have been assessed and satisfied.

3.3 Amended plans were received during the course of the application which lowered the proposed eaves height of the main roof slope to maintain consistency with eaves details associated with the prominent gable features. The amendment now before Committee is considered to better respect the character of the surrounding area while providing an appropriate design solution.

Site and Surroundings

- 3.4 The application site lies on the southern side of Chipstead Valley Road and is currently occupied by a single storey detached bungalow sited approximately 11 metres from the adjacent highway.
- 3.5 The surrounding area is residential in character and comprises of a mix of single/two storey detached, semi-detached and terraced properties with a recently completed flatted scheme nearby.
- 3.6 The application site lies within an area at risk of surface water and critical drainage flooding as identified by the Croydon Flood Maps while Chipstead Valley Road is classified as a Local Distributor Road. The site is not subject to a Tree Preservation Order.

Planning History

- 3.7 The following planning decisions are relevant to the application:
- 3.8 Planning permission was refused on the 5th May 2016 for the demolition of an existing bungalow; erection of two storey building with accommodation in roof-space comprising 4x2 bedroom and 2x1 bedroom flats; formation of vehicular access and provision of associated parking (LBC Ref 16/01158/P) on the following grounds,
 1. The proposed development would result in the loss of a small family house.
 2. The development would be detrimental to the residential amenities of the occupiers of the adjoining property by reason of visual intrusion and loss of outlook.
 3. The development could harm ecological interests on site.
 4. The development would be detrimental to the visual amenity of the street scene by reason of its design and appearance.
 5. The design and layout of the parking area and access would not be safe, secure, efficient and well designed.
- 3.9 Planning permission was refused on the 23rd November 2016 for the erection of two-storey building with accommodation in roof-space comprising 3x1 bedroom, 2x2 bedroom and 1x3 bedroom flats. Formation of vehicular access and provision of associated parking - all following the demolition of the existing dwelling (LBC Ref 16/04962/FUL) on the following grounds:
 1. The proposed development would result in the loss of a small family house.
 2. The development would be detrimental to the residential amenities of the occupiers of the adjoining property by reason of visual intrusion and loss of outlook.
 3. The development would be detrimental to the visual amenity of the street scene by reason of its design and appearance.
 4. The design and layout of the parking area and access would not be safe, secure, efficient and well designed.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The previous grounds for refusal have been suitably overcome
- The principle of the development is acceptable given the residential character of this part of Coulsdon.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards
- The highway impact is considered acceptable
- Sustainability and flooding aspects can be controlled by condition

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 way of one or more site notices displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 24 Objecting: 24 Supporting: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objections:

- Lack of parking provision
- Over development
- Lack of affordable housing
- Pressure on local school places
- Over crowding
- Danger to highway safety

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: Strategic Policies 2013 (CLP1), the Croydon

Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- 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

7.4 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction

- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.5 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development
- T4 Cycling
- T8 parking
- H2 Supply of new housing

7.6 Supplementary Planning Guidance

- London Housing SPG March 2016

7.7 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination took place between 18th May and 31st May 2017. Policies which have not been objected to can be given some weight in the decision making process. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- Principle of development
- Townscape and visual impact
- Housing quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability
- Trees

- Ecology
- Flood Risk

Principle of development

- 8.2 The application site lies within an established residential area which comprises a mix of flatted and single dwelling development. The principle of the development is therefore considered acceptable subject to further considerations listed below.

Townscape and visual impact

- 8.3 The two storey massing (with accommodation in roof space) seeks to respect the street scene by ensuring continuity of the established ridge line with the proportions and architectural detailing respecting neighbouring buildings. The building would sit comfortably within its plot with adequate spacing to both side boundaries with generous communal space provided to the rear.
- 8.4 The design of the building picks up on local distinctiveness such as timber and brick detailing with elements of white render. Whilst the design of the building would not take cues from its immediate neighbours, it would be similar to a development at 193-195 Chipstead Valley Road. The architectural detail would provide visual interest within the street scene while acting as a catalyst for quality regeneration within the Coulsdon area. This side of Chipstead Valley Road is characterised by parking in the frontage and the proposal provides a suitable balance of hard and soft landscaping.
- 8.5 The overall scale, massing and design is considered appropriate in respect of the above policies and is considered to be in keeping with the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.6 The layout, including the outlook from each unit would be acceptable. There would be a communal amenity area to the rear of the flats. Furthermore, the ground and first floor flats would have access to private amenity space in the form of a patio or balcony. Adequate provision has been made for communal and private amenity space along with suitable flat and room sizes which are all dual aspect and should meet the needs of future residential occupiers and as such would comply with the above policies.

Residential amenity for neighbours

- 8.7 The depth of the building is considered acceptable in respect of the relationship to the neighbouring properties at 175 and 179 Chipstead Valley Road given the presence of neighbouring extensions, the modest rearward projection and central mass together with associated separation distances. There are no habitable room windows in the eastern flank of 179 Chipstead Valley Road.

- 8.8 In the previous application, concerns were raised about the proximity of the development to a neighbouring window at 175 Chipstead Valley Road. From the Council's planning records, planning permission was granted on the 17th June 1999 for the retention of alterations to the roof of this neighbouring property. This consent included the enlargement of the existing dormer windows at 175 Chipstead Valley Road, which included the provision of a sole habitable room window, serving a first floor bedroom on the western roof slope directly facing onto 177 Chipstead Valley Road. The outlook from this habitable room window would face directly onto the development and was an issue to be addressed as part of this application.
- 8.9 The latest proposal has stepped the development approximately 0.6 metres further away from 175 Chipstead Valley Road with a staggered flank wall from the previous application, while the eaves height has been reduced. Given these changes, it is considered that the applicant has sought to secure a good level of outlook from this side facing window. It should also be noted that the eastern flank wall at first floor and above is shown to be finished in white render to aid reflective light towards the side window to 175 Chipstead Valley Road. For the reasons given above the development is not considered to result in demonstrable harm to the amenities of 175 Chipstead Valley Road. The development would have an acceptable relationship with 179 Chipstead Valley Road while the window in the first floor of the eastern flank of this neighbouring property serves a stairway/landing.

Transport

- 8.10 The subject site is in an area with a PTAL accessibility rating of 2 (on a scale of 1a - 6b, where 6b is the most accessible), as indicated on maps produced by TfL. The site is therefore considered to have poor access to public transport links.
- 8.11 Provision has been made for 3 on-site parking spaces which includes one disabled bay and a bay designated for the 3 bedroom 5 person unit. Provision is also made for on site for cycle storage – whilst it is appreciated that provision would fall slightly below London Plan standards. However, provision could be dealt with by way of a planning condition securing 10 on-site cycle spaces.
- 8.12 The applicant has undertaken a parking stress survey in accordance with the Lambeth Methodology but has also included surveys throughout the day (between 07:30 hours and 19:30 hours). The parking stress surveys were carried out on Wednesday 5th July and Thursday the 6th July 2017. In accordance with the Lambeth Methodology the survey included streets that were generally within a 200 metre walk distance of the site. In summary, the results of the parking stress survey indicate average levels of 'overnight' parking stress of 57%. When scrutinising the overnight surveys it is apparent that 6–7 on-street parking spaces were available within Sherwood Road and 15–17 spaces were available within Vincent Road. Sherwood Road and Vincent Road are the two streets that are adjacent to the site and are perhaps the most likely to be subject to any overspill parking impacts as a result of the development proposals. On the basis of the survey it is apparent that sufficient on-street parking capacity exists within the neighbouring streets to accommodate any overspill parking impacts.

- 8.13 Given the type of accommodation proposed, the result of the survey and the need to encourage sustainable transport choice the level of parking proposed is considered acceptable.
- 8.14 Saved Policy UD13 of the Croydon Plan (2006) Saved Policies 2013 requires car parking and access arrangements to be safe, secure, efficient and well designed. The applicant has demonstrated through the provision of pedestrian visibility splays and a swept path analysis that the proposed access and parking area would be safe and efficient.
- 8.15 Refuse collection would be via Chipstead Valley Road as other neighbouring developments and would be sited within 20 metres of the highway. This arrangement is acceptable on highway grounds.

Sustainability

- 8.16 CLP: SP Policy SP6.3 (Sustainable design and construction) requires all new build housing to achieve Code for Sustainable Homes Level 4 *or equivalent*. As such it is recommended that a condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

Trees

- 8.17 No trees of merit would be removed to accommodate the development and the site is capable of providing a meaningful landscaping scheme. As such it is recommended that such matters are secured via condition.

Ecology

- 8.18 Following the previous refusal, matters surrounding ecology have been adequately addressed and the proposal is not considered to harm any protected species within the site or surrounding areas.

Flood Risk

- 8.19 The site lies within an area at risk of surface water and critical drainage flooding. The submitted Flood Risk Assessment specifies mitigation and options which can be controlled by condition.

Affordable Housing

- 8.20 The threshold for affordable housing is set at 10 units and therefore at 6 units, the scheme is not required under current policy to provide any on site affordable housing.

Pressure on School Places

- 8.21 Representations have raised concerns that the development would put pressure on local school places. As part of the planning process, certain types of development are liable for a Community Infrastructure Levy which is charged against new floor space. This development would be liable for CIL payments for the Council's CIL and Mayoral CIL. The payment would contribute to maintaining local services such as education facilities, health care facilities, public open space, sports and leisure and community facilities as well as transport links through the Mayoral CIL.

Conclusions

- 8.22 The proposal would result in the redevelopment of the site which would provide 5 additional homes in the borough. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured by condition.
- 8.23 All other relevant policies and considerations, including equalities, have been taken into account.