

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01182/FUL
 Location: 97 Pollards Hill South, Norbury, SW16 4LS
 Ward: Norbury and Pollards Hill
 Description: Demolition of existing dwelling; Erection of 1 x seven bed detached dwelling and 4 x four bed semi-detached dwellings to the rear of the site with associated parking, landscaping, cycle and refuse storage.
 Drawing Nos: 001 Rev A, 002 Rev A, 100 Rev A, 17-541-TCP, 17-541-TPP, J002833/DD01, J002833/DD02, J002833/DD03 Rev B, J002833/DD04 Rev A, J002833/DD05 Rev G, J002833/DD06 Rev C, J002833/DD07 Rev A, J002833/DD08 Rev A, J002833/DD09 Rev A, J002833/DD10 Rev E, J002833/DD11 Rev E, J002833/DD12 Rev A, J002833/DD13 Rev B, J002833/DD14
 Applicant: Quantum Land and Planning
 Agent: Mr Neal McGregor (WS Planning)
 Case Officer: Wayne Spencer

	4 bed	5 bed	6 bed	7 bed
Existing House		1		
Proposed Houses	4			1

Number of car parking spaces	Number of cycle parking spaces
10	10

1.1 This application is being reported to Planning Committee because it has been referred by a local Ward Member (Councillor Mansell) and there have been more than 12 objections 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. Refuse/cycle stores to be installed/retained in perpetuity
- 3. Details of visibility splays/sight lines to be approved
- 4. External facing materials to be approved
- 5. Hard and soft landscaping to be approved (to incorporate SuDS/Drainage Strategy)
- 6. Water usage off 110L per head per day

7. 19% carbon dioxide reduction
8. Removal of permitted development rights
9. Submission and approval of Construction Logistics Plan
10. Existing and proposed details of the public highway (footway and verge)
11. Compliance with M4(2)
12. Commence within 3 years
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites
- 3) 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:

- Erection of 1 x seven bed detached dwelling at the front of the site
- Erection of 4 x four bed semi-detached dwellings to the rear of the site
- Associated parking accessed off Pollards Hill South (2 spaces per unit)
- Refuse and cycle stores to all new properties
- Associated hard and soft landscaping

Site and Surroundings

3.2 The application site lies on the south eastern side of Pollards Hill South, approximately 40 metres east of its junction with Highdaun Drive. The site is currently occupied by a two-storey detached dwelling with associated garden and front parking area. The existing dwelling would be demolished to facilitate the proposed development.

3.3 The surrounding area is residential in character with properties on the southern and south eastern side of the road predominantly comprising of a mix of two storey detached and semi-detached properties which appear to have predominantly been built during the same period. The properties on the northern and north western side of the road primarily consist of terraced two storey properties. The properties are of similar heights however they vary in design with varied plot widths.

3.4 The front element of the application site is located within an area at a very low risk of surface water flooding and the rearmost element of the application site is in an area at a low risk of surface water flooding. The site is not within a conservation area and the building in question is neither nationally nor locally listed.

Planning History

3.5 No relevant planning history.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the immediate locality.
- 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 on Pollards Hill South would be acceptable.
- Sustainability aspects are controllable through the use of planning 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 way of consultation letters sent to the properties which are adjacent to 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: 41 Objecting: 40 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:

- Overcrowding/overdevelopment of the site
- Backland development
- Massing of the built form out of keeping with the area
- Undercroft out of keeping with other surrounding properties
- External materials obtrusive
- Overlooking/loss of privacy
- Noise caused by construction works
- Loss of light to no.95
- Loss of a "period" English property
- Rear houses would form a new building line
- Rear gardens small and out of character with the area
- Poor access to the site for emergency/large vehicles and refuse collection
- Highway safety - dangerous bend for emerging vehicles
- Increase in vehicular traffic
- Lack of transport options to serve new homes
- Road surface damage by additional heavy plant usage
- Potential damage to property at the rear of the site
- Noise/disruption to front house caused by rear house vehicle movements
- Surface water drainage/attenuation required
- Possible subsidence resulting from the development
- Increased pressure on the sewer system
- Sewers & water pipes will require diversion

- Loss of trees
- All new trees should be mature and remaining trees should be protected
- Lack of trees/hedging or screening to protect neighbouring privacy
- Impact upon ecology/biodiversity
- Additional demands placed on local education and health service provision
- No affordable housing proposed

6.3 The following comments have been received but are not material to the determination of this application and will require no further assessment:

- Access to sewer and water pipes for Thames Water – this is a matter for Thames Water and the developers to address
- Flying freehold posing problems for future buyers – not a material planning consideration
- Impact upon property values – not a material planning consideration
- Council Tax should be reduced to compensate neighbours – not a material planning consideration
- The location of Pollards Oak Road – this road was referred to in error by the case officer at pre-application stage

6.4 Councillor Mansell has objected to the scheme, making the following representations:

- This is a back land development and over development for the size of the plot.
- There will be loss of trees. They are not TPO covered because they may not be seen from the street. However, all trees in this area contribute to the transpiration which protects houses down the hill from flooding.
- The buildings will reduce the absorption of water into the ground which will increase the flood risk for houses lower down the hill.
- There will be overlooking of gardens.
- Increased traffic and parking.

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 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 Planning Committee is 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 2018:

- 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
- DM1: Housing choice for sustainable communities
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and construction
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

7.5 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

- The Nationally Described Space Standards (October 2015)

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
- Refuse Stores
- Sustainability
- Flood Risk
- Other Planning Matters

Principle of development

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Given that the site is located within a residential area, the principle of a residential development can be supported providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

8.3 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing dwelling has a floor area of approximately 262sq.m and is a 5 bed house; therefore it is not protected by the retention of small family homes policy and all of the five properties proposed would constitute family sized accommodation.

Townscape and visual impact

8.4 The existing site currently consists of a detached dwelling set fairly centrally within the plot and has a very similar plot width as the other dwellings in Pollards Hill South. The demolition of the existing dwelling, which has not statutory protection, would allow for the erection of a dwelling at the front of the site which has a front feature gable which is common within the street scene. It also proposed to introduce a traditional full hipped roof which is an element typical with the character of the properties within the immediate locality of the application site. The dwelling would occupy the majority of the plot width and will provide a gated under croft opening through the front building to allow vehicular access to the properties at the rear. Although under crofts are not typical with the road, the height and massing of the roof and the overall footprint of the proposed built form would provide a degree of correlation with the properties in the immediate locality and the symmetrical appearance coupled with the gable ended front feature would typically reflect the scale, massing and design of the surrounding properties. The width of the proposed front dwelling would maintain separation distances from the flank boundaries of both adjoining plots which are typical within the street scene. The plot frontage would be left relatively open and the front building line would also be typical of that associated with other properties in Pollards Hill South. Although a significant part of the front garden would be hard landscaped to provide the

under croft access road and parking, there is the opportunity to use the remainder of the frontage to incorporate a meaningful landscaped garden area which would soften the appearance of the proposed development. The materials to be used would not be significantly at odds with neighbouring properties and would relate to the appearance and external finishes of the surrounding properties.



8.5 The two pairs of semi-detached 4-bed dwellings at the rear of the site would utilise the proposed under croft and associated access road from Pollards Hill South. It is proposed to provide associated parking (2 vehicle spaces per dwelling) and private rear gardens with at least a 10 metre deep rear garden to serve each dwelling. They have an adequate layout with sufficient amenity spaces to serve the dwellings. It has been raised by third party comments that the development at the rear of the site would be out of keeping with the area however there are properties directly to the north east in 'Tall Trees' which were part of a previously back land development. The orientation and juxtaposition of these dwellings would be different to those being proposed however, given the existence of this built form and its associated layout, it is not considered that the development would be substantially incongruous or significantly out of keeping with the characteristics associated with the area.



Front Elevation

8.6 The two pairs of semi-detached dwellings at the rear of the site would be seen against the backdrop of the built form fronting Pollards Hill South and the proposed semi-detached dwellings at the rear of the site, given their overall scale and massing, would appear subservient to the massing of the properties fronting Pollards Hill South. The proposed semi-detached dwellings would have a traditional appearance which is in keeping with the properties fronting Pollards Hill South therefore retaining the character of the area. They would utilise the width of the plot without appearing unduly cramped or overdeveloped. As a result of this assessment, it is not considered that the proposal would warrant the refusal of permission based upon the low overall visual impact upon the existing townscape. In conclusion, it is not considered that this development would be harmful to the character and appearance of the surrounding area to sufficiently warrant the refusal of permission on these grounds. The external materials of these buildings would be required to be submitted by planning condition as would a hard and soft landscaping scheme which aims to soften the visual impact of the development.

Housing quality for future occupiers

8.7 The proposal involves the loss of a detached dwelling which has an internal floor area which exceeds 130sqm and therefore there would be no loss of a small family dwelling. The National Space Standards and the London Plan states that 4-bed, 7-person dwellings split over three levels should provide a minimum internal floor space of 121m² and that 4-bed, 6 person dwellings split over three levels should provide a minimum internal floor space of 112m². There are no set space standards for 7-bed dwellings however, as the floor area would be approximately 245sq.m, it would exceed any of the minimum standards set out in the National Space Standards. The plans submitted indicate that the proposed semi-detached dwellings would each have an internal floor area of approximately 161.8sq.m which would exceed the required space standards for 4-bed, 7 person dwellings. Having assessed the room sizes and the associated fenestration detailing on the proposal, all habitable rooms serving all of the proposed properties would have a good outlook with adequate sized windows allowing a significant amount of natural light to enter all of the proposed dwellings. As such, there would be no detrimental impact upon the living conditions of future occupiers.

8.8 The new dwellings would all have access to private rear garden amenity spaces with at least a 10 metre deep rear gardens to serve each dwelling. These would far exceed the London Plan guidance and would also provide two parking spaces to serve each of the dwellings. As a result, the quality of the proposed development for all future occupiers is considered acceptable.

Residential amenities of neighbours and future occupiers

8.9 The 7-bed dwelling would infill an area fronting Pollards Hill South and would maintain the existing building line of the road. This dwelling would be approximately 1 metre from the boundary with no.99 at its closest point and approximately 1.18 metres from the boundary with no.95 at its closest point. The 7-bed dwelling would follow the building line of the adjacent properties and the positioning and massing combined with the hipped roof design would ensure that there would not be a significant overbearing or overshadowing impact upon these neighbouring properties. No flank windows are proposed for this dwelling and, whilst the rear facing windows of the dwellings would overlook the rear gardens of both properties, the level of overlooking and potential

noise impact from the residential intensification of the site would remain within that expected within an urban area.

- 8.10 The proposed dwellings at the rear would be over 11 metres from the flank wall of properties in Lonsdale Gardens, approximately 30 metres from the other surrounding dwellings in Pollards Hill South and approximately 38 metres from the properties in 'Tall Trees'. Given the siting of these properties in relation to the new dwellings combined with the separation distances, the development would not appear visually intrusive upon these properties. The rear facing windows would provide an outlook towards the rear garden of no.26 Lonsdale Gardens however they would primarily face the rearmost part of this site and two 'Quercus Robur' trees are proposed to provide screening between the site and no.26 Lonsdale Gardens (as shown on drawing numbered 100 Rev A). Given the juxtaposition of the dwelling in relation to no.26 Lonsdale Gardens combined with the proposed tree screening and the separation distance, the development would not result in significant direct overlooking or a loss of privacy to the detriment of this property. No other existing properties would be significantly overlooked and the development would not harm the residential amenities of existing neighbours.



- 8.11 The proposed dwellings and their associated fenestration have been designed to ensure that they do not have any undue impact upon the amenities of the occupiers of the proposed dwellings and would not, therefore, result in undue visual intrusion or mutual overlooking. There would be adequate separation distances between the proposed dwellings and no other properties would be significantly overlooked by the proposal. It is therefore considered that the development would not significantly harm the residential amenities of neighbours.

Transport

- 8.12 The application site is located in an area on the boundary of PTAL values of 0 and 1b, which is considered to be very poor. The nearest bus stops are respectively 209 and

470 metres away. The site is therefore considered to be poorly accessible to local public transport links. It is proposed to provide 2 car parking spaces for each house and the Council's Transportation Team have concluded that, given the very poor accessibility of the site, this is considered acceptable. The site currently has one vehicular access and the proposal is to create two accesses separated by small section of verge. The Council's Transportation Team have requested that a scaled drawing showing the existing and proposed details of the public highway (footway and verge) would need to be submitted and to, and agreed with, the Council's Highways Department however this could be agreed by condition.

- 8.13 The detached house proposes a pair of parking spaces perpendicular to Pollards Hill South with their own vehicle crossover. The access road to the houses at the rear is proposed to be 4.2m wide and would be adjacent to this crossover. Two parallel spaces are proposed to the frontage of all four properties at the rear. This arrangement would be acceptable within the character of the locality
- 8.14 In order to provide adequate for pedestrian access, visibility splays measuring 1.5m x 1.5m would need to be provided and maintained behind the back of the footway on both sides of the main vehicular access and the two parking bays adjoining the highway, with no obstruction above the height of 0.6m. In addition, the main access must provide and maintain vehicle sight lines from the carriageway with no obstruction above the height of 1.05m. The sight lines would need to be 2.4 metres in from the carriageway boundary towards the subject site, extending a distance of 43 metres in each direction to accord with Manual for Streets. These details would be required by planning condition.
- 8.15 Throughout the application process, amendments have been made to the height of the undercroft to allow better access through to the properties at the rear. This has also been required to ensure that the development can achieve compliance with the relevant Building Control requirements regarding compliance with the relevant fire standards. The applicant has now demonstrated that a fire appliance could park on the site frontage between the road and the undercroft and the fire hose would reach a distance of 75m to the rearmost part of the furthest house from the fire appliance. As such, the proposal would now conform to the required fire standards and Building Regulations requirements.
- 8.16 With regards to third party comments, potential road damage resulting from the development is not a material planning consideration. Any damage to the public highway, as with any damage caused to third party property, are civil matters which fall outside of the material planning considerations. Sewer pipes and service piping needing to be relocated are again, outside of the planning departments control and would need to be raised with the service providers.
- 8.17 In order to comply with London Plan standards each house should have provision for covered and secure storage for 2 cycles per dwelling. The long rear gardens of the properties which exist in Pollards Hill South would allow sufficient private amenity spaces to be provided for all five dwellings and would also be able to sufficiently accommodate cycle stores in order to conform to the London Plan requirements to serve each dwelling and would be secured through the use of planning conditions.

Refuse storage

- 8.18 The refuse stores would be located on the access road to the proposed dwellings at the rear and are proposed to be set back significantly from the road. Their siting would be acceptable from a character point of view and would be required to comply with the London Plan standards. This could be secured by planning condition.

Sustainability

- 8.19 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.

Flood risk

- 8.20 The front element of the site is within an area which is of very low risk of surface water flooding and the rearmost part of the site is within an area which is of very low risk of surface water flooding as identified by the Croydon flood maps. The ground consists of London Clay and the fact that land upon which development is proposed may be unstable and could lead to later subsidence is a planning consideration. The Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely. The National Planning Policy Framework (NPPF) March 2012 states that, where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 8.21 In order to mitigate against potential flood risk a detailed Drainage Strategy has been referred to in the Flood Risk Assessment and seeks to provide final surface water run-off rates based upon the final design of the proposal which will then confirm the level of flood risk attenuation required for this development. Such documentation could be required by planning condition. In addition to this, a soft landscaping scheme would also be secured by condition which could include any additional mitigation measures in addition to works to soften the appearance of the development.

Other Planning Issues

- 8.22 The site is not designated as having any known biodiversity or ecology issues. As such, it is not considered that the development would have any undue impact upon ecology or biodiversity. Third party comments raised the impact of the development upon the health and education facilities however, given the small scale of the development, the impact upon these services would be minimal and such matters would be captured by the Community Infrastructure Levy. With regards to affordable housing provision, as the scheme is for less than 10 units, no affordable housing provision would be required. All other matters raised by third party comment have been addressed earlier in this report.

Conclusions

- 8.23 The proposal would result in the redevelopment of the site which would provide four 4-bed family homes and one 7-bed family home within the Borough. The development would not be significantly harmful or out of 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. It is therefore recommended that permission is granted.

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