

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01900/FUL
 Location: 91 Marlpit Lane, Coulsdon, CR5 2HH.
 Ward: Old Coulsdon
 Description: Demolition of single-family dwelling and erection of one 3-storey block, containing 2 x 3-bedroom, 6 x 2-bedroom and 1 x 1 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: CX24-S1-101A; CX24-S1-102; CX24-S1-103C; CX24-S1-104; CX24-S1-105; CX24-S1-106C; CX24-S1-107B, CX24-S1-108, CX24-S1-109A; CX24-S1-110; CX24-S1-111A; CX24-S1-112B; CX24-S1-113A; CX24-S1-114; CX24-S1-115, CX24-S1-116, CX24-S1-117B, CX24-S1-118, CX24-S1-119, Tree Impact Assessment, Tree Protection Scheme, SUDS, Landscape Design, Landscape Management Plan, Hard Landscape Plan, Soft Landscape Plan.
 Applicant: Mr Gerasimos Stamatelatos of Aventier Ltd
 Case Officer: Nathan Pearce

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

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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Details of facing materials
- 3. Details of car and cycle parking
- 4. Hard and soft landscaping to be submitted

5. 19% reduction in CO2 Emissions
6. 110l Water Restriction
7. Permeable forecourt material
8. Trees – Details in accordance with tree report
9. Tree Protection Plan
10. Visibility splays
11. Construction Logistics Plan
12. Accessibility
13. Sustainable urban drainage details
14. Windows restrictions
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building with accommodation in roof-space
- Provision of 1 x 1 bedroom flat, 4 x 2 bedroom (3 person) flats, 2 x 2 bedrooms (4 person) flats and 2 x 3 bedroom flats.
- Provision of 9 off-street spaces including one disabled bay.
- Provision associated refuse/cycle stores.

3.2 Amended plans were received showing an amended parking layout. No re-consultation was needed because the amendments did not lead to a material change in circumstances.

Site and Surroundings

3.3 The application site is a large detached property situated on the north-east side of Marlpit Lane. The topography of the site is a sloping site. The land rises from the lower level on the south and west of the site to a higher level on the north and east of the site.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Marlpit Lane, the majority of properties appear to be detached and semi-detached family dwellinghouses.



Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

3.5 In terms of recent planning history, a single storey side and rear extension was approved in 2017 (17/00211/HSE).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 2x three-bed units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 12 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local flood action group, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 272 Objecting: 268 Supporting: 3 Comment: 1

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.8 – 8.11
Loss of family home	Addressed in the report at paragraph 8.6
Poor quality development	Addressed in the report at paragraphs 8.25 – 8.30
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.8 – 8.17
Massing too big	Addressed in the report at paragraphs 8.8 – 8.17
Over intensification – Too dense	Addressed in the report at paragraph 8.6
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.8 – 8.17
Accessible provision	Addressed in the report at paragraphs 8.29
Number of storeys	Addressed in the report at paragraphs 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.19 – 8.24
Loss of light	Addressed in the report at paragraphs 8.19 – 8.24
Loss of privacy	Addressed in the report at paragraphs 8.19 – 8.24
Overlooking	Addressed in the report at paragraphs 8.19 – 8.24
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.19 – 8.24
Refuse store	Addressed in the report at paragraphs 8.37
<i>Traffic & Parking</i>	

Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.31 – 8.38
Not enough off-street parking	Addressed in the report at paragraphs 8.31 – 8.38
Negative impact on highway safety	Addressed in the report at paragraph 8.31 – 8.38
Refuse and recycling provision	Addressed in the report at paragraph 8.37
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.38
Impact on wildlife and SSSI	Addressed in the report at paragraphs 8.39 – 8.42
Impact on flooding	Addressed in the report at paragraph 8.44
Local services cannot cope	Addressed in the report at paragraph 8.47
Lack of affordable homes	Addressed in the report at paragraph 8.46
Impact on trees	Addressed in the report at paragraphs 8.39 – 8.41

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. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes

across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.23 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.

8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Marlpit Lane consists of detached and semi-detached houses and bungalows.

8.4 The proposal, whilst incorporating flatted accommodation, has been designed to appear as a large house which would maintain the overall character of neighbouring properties.

8.5 The existing unit is a 2 bed house and the proposal would provide 2 x 3 bed and 2 x 2 bed 4 person units which would provide adequate floorspace for families. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.

8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and

as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be in excess of this range (225 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the street-scene

- 8.7 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 9 apartments within a single building. The scheme has been specifically designed to resemble houses, rather than a block of flats. Officers are satisfied that the scheme respects the street-scene.
- 8.8 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide a three storey property providing a high quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.
- 8.9 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



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

- 8.10 The design of the building would incorporate a traditional styled appearance consisting of gables and bays to the front elevation, maintaining the overall street



Fig 4: CGI of site showing proposal in relation to neighbouring properties

8.14 The proposal has been designed to resemble a large detached house rather than a block of flats. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the area. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

The effect of the proposal upon the amenities of the occupiers of adjoining properties

8.15 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 85 and 91A Marlpit Lane, and the dwellings to the rear on Stoneyfield Road and Stanley Close.



Fig 5: Proposed side elevation and rear elevation showing the change in levels

85 Marlpit Lane

- 8.16 This dwelling is at a lower level than the proposal site. The proposed front building line would be set back from that of this neighbouring property. Despite projecting beyond the rear building line of number 85 the 45 degree BRE test for loss of light to the rear elevation windows would not be breached and the scheme would be unlikely to cause a loss of natural light, a loss of outlook or the creation of a sense of enclosure.
- 8.17 A daylight assessment has been included with the application. Of the 8 windows tested in 85 Marlpit Lane, only 1 falls below the BRE recommended daylighting levels. This window is to the side of a rear extension which also has a large rear window that significantly exceeds the BRE standards, so is acceptable.
- 8.18 The proposed side windows at first and second floor level would be rooflights within the roof slope. Nevertheless it is considered prudent to condition obscure glazing to the aforementioned windows to further protect neighbouring amenity. Although there would be some overlooking of the neighbouring property it is considered that this would not result in a significant detrimental impact on neighbouring amenity.

91A Marlpit Lane

- 8.19 This dwelling is at a higher level than the proposal site. The proposed front building line would be set back from that of this neighbouring property. Despite projecting beyond the rear building line of number 91A the 45 degree BRE test

for loss of light to the rear elevation windows would not be breached and the scheme would be unlikely to cause a loss of natural light, a loss of outlook or the creation of a sense of enclosure.

8.20 The daylight assessment also considered 8 windows in 91A Marlpit Lane. There were 4 windows that fall below the BRE recommended daylighting levels; 3 are in the flank elevation serving non-habitable rooms and the final window falling only very slightly below the target guideline.

8.21 The proposed side windows at first floor level would be high level. Nevertheless it is considered prudent to condition obscure glazing to the aforementioned windows to further protect neighbouring amenity. Although there would be some overlooking of the neighbouring property it is considered that this would not result in a significant detrimental impact on neighbouring amenity.

Dwellings to the rear on Stoneyfield Road and Stanley Close

8.22 It is considered that given the separation distances and the angles that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

Dwellings opposite on Marlpit Lane

8.23 It is considered that given the separation distances that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

8.24 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

8.25 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.

8.26 Unit's 1, 2, 3 and 5 would have access to private amenity space which meets the required standard. Unit's 4, 6, 7, 8 and 9 would not have access to private amenity but would have use of adequate communal amenity space which is generous in size and access through a central core in the building. On balance this non-compliance is accepted.

8.27 The local plan also requires all flat development to provide new child play space on top of the amenity space to be provided. In terms of the child play

space, the scheme would provide 28 square metres which can be secured through use of planning conditions.

- 8.28 In terms of accessibility, whilst there is no provision of a lift to provide level access to the upper level flats, level access would be provided from the front door to all units on the ground floor. The London Plan states that the requirement for a lift within developments of four storeys or less should be applied flexibly to ensure that the development is deliverable. Given the constraints of the site and the footprint of the proposed building, it is considered that the site would not be suitable for a lift. Part M4(2) for two ground floor and M4(3) for one unit will be secured by condition and a blue badge space has been proposed within the parking area.
- 8.29 Overall the development is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

Traffic and highway safety implications

- 8.30 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 10 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.31 Although no parking survey has been provided, this scheme proposes 9 on-site parking bays with 1 space designated for each unit, and as such accords with the policy requirements for a development of this nature in this location. The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst preserving the existing trees on-site and ensuring the best use of land.
- 8.32 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 9 off-street parking spaces and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.33 The parking layout and access arrangement would allow for access and exit movements in forward gear, the access point to the site has a width of 4.2m

which is deemed acceptable and would not harm the safety and efficiency of the highway network.

- 8.34 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located in a secure and covered cycle store within the rear communal amenity space. This can be secured by way of a condition.
- 8.35 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse store would be located at the side of the building with access to the hardstanding. It can be conditioned.
- 8.36 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Impact on trees,wildlife and Farthing Downs SSSI

- 8.37 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. The proposed landscape design protects most of the existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned.
- 8.38 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned. It is also recommended that a detailed tree protection plan be submitted for approval.
- 8.39 As regards wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.



Fig 6: Extract from submitted landscaping scheme

Sustainability Issues

8.40 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

Other Matters

8.41 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.

8.42 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.

- 8.43 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.44 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.45 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.46 All other relevant policies and considerations, including equalities, have been taken into account.