

Planning Sub-Committee Agenda



To: Councillor Paul Scott (Chairman);
Councillor Humayun Kabir (Vice-Chairman);
Councillors Jamie Audsley, Luke Clancy, Bernadette Khan, Jason Perry, Joy Prince, Wayne Trakas-Lawlor, Susan Winborn and Chris Wright

(Five Members selected from the Planning Committee membership above for the Planning sub-Committee: Councillors Paul Scott, Humayun Kabir, Bernadette Khan, plus 2 minority group members)

A meeting of the **PLANNING SUB-COMMITTEE** which you are hereby summoned to attend, will be held on **Thursday 22nd June 2017 at the rise of Planning Committee but no earlier than 7:45pm in The Council Chamber, The Town Hall, Katharine Street, Croydon CR0 1NX**

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13 June 2017

Members of the public are welcome to attend this meeting. If you require any assistance, please contact the person detailed above, on the righthand side.

To register a request to speak, please either e-mail Planning.Speakers@croydon.gov.uk or call MARGOT ROHAN by 4pm on the Tuesday before the meeting.

Please note this meeting will be paperless. The agenda can be accessed online via the mobile app: <http://secure.croydon.gov.uk/akscroydon/mobile> - Select 'Meetings' on the opening page

AGENDA - PART A

1. Apologies for absence

2. Minutes of the meeting held on Thursday 4th May 2017 (Page 1)

To approve the minutes as a true and correct record.

3. Disclosure of Interest

Members will be asked to confirm that their Disclosure of Interest Forms are accurate and up-to-date. Any other disclosures that Members may wish to make during the meeting should be made orally. Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose relevant disclosable pecuniary interests at the meeting.

4. Urgent Business (if any)

To receive notice from the Chair of any business not on the Agenda which should, in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Exempt Items

To confirm the allocation of business between Part A and Part B of the Agenda.

6. Planning applications for decision (Page 3)

To consider the accompanying reports by the Director of Planning & Strategic Transport:

6.1 16/04621/FUL 32 Riddlesdown Avenue Purley CR8 1JJ

Demolition of existing garage to the rear and erection of 3 bedroom detached house with part pitched/part flat roof (fronting Riddledown Road)

Ward: Purley

Recommendation: Grant permission

6.2 16/04623/FUL 32 Riddlesdown Avenue Purley CR8 1JJ

Demolition of existing garage to the rear. Erection of 3 bedroom detached house with curved sedum roof (fronting Riddledown Road)

Ward: Purley

Recommendation: Grant permission

6.3 17/01280/FUL 23 Mulgrave Road Croydon CR0 1BL

Use as an 8 bedroom HMO: demolition and rebuild of garage, erection of single storey rear extension, provision of additional patio at the rear, bin store, additional planting, minor internal alterations and external renovations comprising painting the front of the house, replacing the front roof arch and small flat roof over the front door, replacing render upstand to the front and cleaning back the render on front boundary wall.

Ward: Fairfield

Recommendation: Grant permission

7. [The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]

That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.

AGENDA - PART B

None

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Planning Sub-Committee

Meeting held on Thursday 4th May 2017 at 8:45pm in The Council Chamber,
The Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES - PART A

Present: Councillor Paul Scott (Chairman);
Councillor Humayun Kabir (Vice-Chairman);
Councillors Jamie Audsley, Susan Winborn and Chris Wright

Also present: Councillor Oliver Lewis

A31/17 Minutes of the meeting held on Thursday 23rd March 2017

RESOLVED that the minutes of the meeting held on Thursday 23 March 2017 be signed as a correct record.

A32/17 Disclosure of Interest

There were no disclosures of a pecuniary interest not already registered.

A33/17 Urgent Business (if any)

There was none.

A34/17 Exempt Items

RESOLVED to that allocation of business between Part A and Part B of the Agenda be confirmed.

A35/17 Planning applications for decision

6.1 16/06335/FUL 40 Central Parade, Croydon CR0 0JD

Use as a hot food takeaway (Class A5); erection of a single storey rear extension and associated external alterations, including the installation of extraction and ventilation equipment
Ward: New Addington

Mr Patrick Daly (DPP) spoke as the agent, on behalf of the applicant

New Addington Ward Member, Councillor Oliver Lewis, spoke in objection on behalf of local residents.

After consideration of the officer's report, explaining the changes made to the previous scheme, Councillor Chris Wright proposed and Councillor Paul Scott seconded the officer's recommendation, and the Committee voted, 4 in favour, 1 against, so planning permission was **GRANTED** for development at 40 Central Parade, Croydon CR0 0JD, with additional conditions to enclose the base of the extension and change the hours of opening to regular hours expected in the town centre.

A second motion to **REFUSE** on the grounds of another take away being detrimental to the health of young people in the area, proposed by Councillor Jamie Audsley, was not seconded.

MINUTES - PART B

None

The meeting ended at 9:20pm

PART 6: Planning Applications for Decision

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP, Resident Association or Conservation Area Advisory Panel and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning to deal with under delegated powers and not be considered by the committee.
- 1.4 The following information and advice applies to all reports in this part of the agenda.

2 MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.
- 2.2 The development plan is:
 - the London Plan July 2011 (with 2013 Alterations)
 - the Croydon Local Plan: Strategic Policies April 2013
 - the Saved Policies of the Croydon Replacement Unitary Development Plan April 2013
 - the South London Waste Plan March 2012
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

- 2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
- 2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

3 **ROLE OF THE COMMITTEE MEMBERS**

- 3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.
- 3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

4. **THE ROLE OF THE CHAIR**

- 4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.
- 4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

- 4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.
- 4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

5. PROVISION OF INFRASTRUCTURE

- 5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:
- i. Education facilities
 - ii. Health care facilities
 - iii. Projects listed in the Connected Croydon Delivery Programme
 - iv. Public open space
 - v. Public sports and leisure
 - vi. Community facilities
- 5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

6. FURTHER INFORMATION

- 6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

7. PUBLIC SPEAKING

- 7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

8. BACKGROUND DOCUMENTS

- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at <http://publicaccess.croydon.gov.uk/online-applications>. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

9. RECOMMENDATION

- 9.1 The Committee to take any decisions recommended in the attached reports.



PART 6: Planning Applications for Decision**Item 6.1****1 SUMMARY OF APPLICATION DETAILS**

Ref: [16/04621/FUL](#) (*link to associated documents on the Planning Register*)
Location: 32 Riddlesdown Avenue, Purley, CR8 1JJ
Ward: Purley
Description: Demolition of existing garage to the rear and erection of 3 bedroom detached house with part pitched/part flat roof (fronting Riddlesdown Road)
Drawing Nos: UC/16 100, 102, 103, 200 C, 201 C, 202 B, 203 B, 204 B
Applicant: Mr Usman Chaudhry
Agent: Mr Nevenko Kronic
Case Officer: Louise Tucker

- 1.1 This application is being reported to Committee because a Resident Association (Riddlesdown Residents' Association) made representations in accordance with the Committee Consideration Criteria and requested committee consideration, and representations over the threshold for Committee Consideration were received.

2 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 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) Materials (including windows and glazing) to be submitted with samples
- 3) Car parking to be provided as specified in the application
- 4) Removal of permitted development rights for enlargements and outbuildings
- 5) No additional windows in the flank elevations
- 6) Landscaping scheme to be submitted including hard/soft landscaping, boundary treatments, SUDs details
- 7) Permeable forecourt material
- 8) Construction Logistics Plan to be submitted
- 9) 19% reduction in carbon emissions
- 10) Water usage restricted to 110 litres per person per day
- 11) Details of the side access arrangements to be submitted for approval
- 12) Commencement of development within three years of consent being granted
- 13) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) CIL liability

- 3) Code of Practice for Construction Sites
- 4) Wildlife protection
- 5) Possible improvements of access road
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- Demolition of existing garage
- Erection of a two storey building comprising 1 x three bedroom dwellinghouse
- Provision of one off-street parking space for no.32 Riddlesdown Avenue and provision for one off-street parking space for the new dwelling

3.2 Amendments have been received during the course of the application, including of the following:

- Internal reconfiguration
- Changes to parking arrangements
- Building moved further away from the highway

Site and Surroundings

3.3 The application site is located to the rear of 32 Riddlesdown Avenue, however the application site would “front” the eastern side of Riddlesdown Road. The site is currently occupied by a detached garage fronting an access road beyond a grass verge on the eastern side of Riddlesdown Road, serving the other properties and garages on this side of Riddlesdown Road.

3.4 The surrounding area is residential in character, made up of single/two storey detached and semi-detached properties of varied character. 32 Riddlesdown Avenue is a two storey dwelling with a chalet style roof.

3.5 A number of detached single/two storey dwellings further to the south of the application site have been constructed in the rear gardens of properties in Riddlesdown Avenue, fronting Riddlesdown Road. A dwelling was recently consented to the rear of no.42 Riddlesdown Avenue (planning reference. 17/01054/FUL) which is the closest to the application site. Land levels fall steeply from west to east and as such the properties located in Riddlesdown Avenue are located on a significantly lower land level to the application site.

3.6 The site is not subject to any constraints identified in the Croydon Local Plan Proposals Map (2013). Riddlesdown Road is a Local Distributor Road and area of surface water flood risk.

Planning History

3.7 The following application is currently under consideration at the application site, and is due for determination on this same committee meeting agenda:

32 Riddlesdown Avenue -

16/04623/FUL - Demolition of existing garage to the rear. Erection of 3 bedroom detached house with curved sedum roof (fronting Riddlesdown Road) – Not yet decided, but recommended on this committee agenda

The main differences include an alternative design and materials incorporating a curved sedum roof and a larger footprint with a canopy roof overhanging the parking spaces to the front. The recommendation of this application is also to grant planning permission.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of backland development is acceptable given the residential character of the area
- The design and appearance of the development is appropriate given the context of the site
- There would be no undue harm to the residential amenities of adjoining occupiers including the host property
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan
- It is not considered there would be a harmful impact to the safety and efficiency of the local highways network or access road and the parking provision for the development is acceptable
- Sustainability aspects of the development can be controlled by condition

5 CONSULTATION RESPONSE

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

6 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: 14 Objecting: 14 Supporting: 0

6.2 Riddlesdown Residents Association objected to the application and referred it to Planning Committee for determination.

6.3 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:

- Overdevelopment
- Detrimental impact on trees

- Out of character with the area
- Does not continue the line of dwellings built fronting Riddlesdown Road
- Poor quality design
- Increased traffic on local roads
- Inadequate parking provision
- Loss of light, outlook and privacy of adjoining occupiers
- Increased density and intensification in the area
- Impact on the access road
- Access road inadequate for increased traffic and pedestrians
- Construction noise and disturbance
- Increased pollution
- Impact on flood risk

6.4 The following issues were raised in representations which are not material to the determination of the application:

- Sewers will not cope with additional housing [OFFICER COMMENT: This is not a material planning consideration]
- Work has started so the decision must already have been made [OFFICER COMMENT: The decision has not been made]
- Will affect views [OFFICER COMMENT: This is not a material planning consideration]
- Will affect values of properties in the area [OFFICER COMMENT: This is not a material planning consideration]
- The Lead Local Flood Authority (LLFA) should be consulted as the number of properties being built on this side of Riddlesdown Road is nearing 10 units [OFFICER COMMENT: There is no requirement to consult the LLFA for minor applications such as this; they are a statutory consultee for major applications including those proposing 10 units or more]
- Development is just for financial gain [OFFICER COMMENT: This is not a material planning consideration]
- There are two applications at the same property which are almost identical [OFFICER COMMENT: There is no limit to the amount of planning applications that can be submitted on any one site and each application is considered on its own merits]

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 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. (This list and the paragraphs below, will need to include CLP1.1 and CLP2 once they have weight and become material planning considerations).

a. 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:

- Requiring good design
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions
- Delivering a wide choice of high quality homes
- Providing a good standard of amenity for existing and future occupants of buildings and land
- Promoting sustainable transport

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 on Architecture
- 7.19 Biodiversity and Access To Nature

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.2 Place Making
- SP4.1 & 4.2 Urban Design and Local Character
- SP7.4 Biodiversity

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

- H2 Supply of New Housing
- H5 Back Land and Back Garden Development
- UD2 Layout and Siting of New Development
- UD3 Scale and Design of New Buildings
- UD6 Safety and Security
- UD8 Protecting residential amenity
- UD14 Landscape design
- T2 Traffic Generation from Development
- T8 Car Parking Standards in New Development
- NC2 Specially Protected and Priority Species and their Habitats
- NC3 Nature Conservation Opportunities throughout the Borough
- NC4 Woodland, Trees and Hedgerows

- 7.2 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. 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 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Residential amenity of adjoining occupiers
4. Residential amenity of future occupiers
5. Highways and transport
6. Environment and sustainability
7. Trees and landscaping

Principle of development

- 8.2 The principle of development is considered to be acceptable. The development would provide an additional family home in an established residential area. The principle of this type of development has been established through planning permission being granted for other dwellings to the rear of properties in Riddlesdown Avenue fronting Riddlesdown Road, for example most recently to the rear of no.42 (planning reference. 17/01054/FUL). The other material considerations are discussed below.

Townscape and visual impact

- 8.3 The proposed development would see the erection of a new three bedroomed dwellinghouse, to the north of a number of other similar properties that have been approved fronting Riddlesdown Road. The most recently approved dwelling was to the rear of no.42 Riddlesdown Avenue, granted in May 2017 (planning reference - 17/01054/FUL). It is noted there would be a gap between the established line of dwellings which have been built, and that proposed at the application site. However as stated previously the principle of development on this side of Riddlesdown Road has been established and the new dwelling would be seen in this context, particularly given the short distance between the sites and the other neighbouring garages. The siting, plot size and shape are comparable to those already approved and the dwelling is considered to be sufficiently in keeping with the character of the area in this respect. It is therefore considered this aspect of the development is acceptable.
- 8.4 The proposed dwelling is similar to those approved further along the road in terms of its scale and composition. It would appear as a single storey bungalow from the Riddlesdown Road frontage and as a two storey property to the rear given the steep change in land levels. The dwelling would have a traditional pitched tiled roof, with mono-pitched single storey rear elements at lower ground level on either side to form a central seated patio area for residents. Modern features have been incorporated into the design, with glazed panels on the front elevation and curved walls to the rear. A condition requiring materials to be submitted for approval is recommended to

ensure these are of high quality with a successful finish. The ridge height and eaves height are generally lower than those approved further along the road, but this would minimise the visual impact and reflect the height of the neighbouring garages. This would also not be obvious given the spacing to the most recently approved dwellings. It is considered the development is sufficiently in keeping with the surrounding area.

- 8.5 The new dwelling is centrally located within the width of the site and contains a separate stepped access providing a footpath between the host property and the parking space. A condition is recommended to confirm the arrangements for this access given the change in land levels. The distance to both side boundaries is approximately 08.m, which is sufficient to ensure the development would not appear overly cramped in its plot. A condition is also recommended to agree the boundary treatment along the side boundaries, to ensure the single/two storey flank wall of the development would be screened from the Riddlesdown Road streetscene.
- 8.6 The property is set back from the frontage with Riddlesdown Road by approximately 5.5-6.5m. This would generally accord with the existing building line along this side of the road and would be set further back than the existing garage. Car parking is proposed to the front of the dwelling, with an off street parking space for the host property and a footpath proposed from the rear of the host property alongside the building to the car port. The appearance of this is considered to be acceptable, and would not be so detrimental to the character of the area to justify a refusal of planning permission.
- 8.7 An area of hardstanding on the frontage would be given over to two off street parking spaces for the new dwelling, which is consistent with other examples in the area. A condition is recommended to ensure this is of a suitably permeable material. A landscaping scheme would also be required if approval were to be granted, which would include planting on the frontage to soften the appearance of the hardstanding and screen the refuse store. With conditions this element of the proposal is considered acceptable.
- 8.8 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Residential amenity of adjoining occupiers

- 8.9 The most affected property would be the host dwelling, no.32. This is a two storey dwelling with a chalet style roof. Whilst the proposed dwelling would be on a significantly higher land level than no.32, the separation distance between the main rear walls would be 21m, and 19.5m to the rear single storey elements at lower ground floor. A close boarded fence between the two sites will reduce loss of privacy and overlooking, and additional landscaping along this boundary would be secured by condition. This is considered sufficient to ensure there would not be a harmful loss of light, outlook and privacy to the occupiers of no.32. In this context the impact on the residential amenities of nos. 30 and 34 are also considered acceptable, with details of side boundary treatments to be agreed to limit overlooking.
- 8.10 The relationship between the new dwelling and the donor property is similar to that accepted as part of the recently approved applications further up the road. Whilst the overall garden depth of no.32 is slightly shorter than that at no.42, the separation

distances are still sufficient where the new building is shallower in depth with a lower ridge line. This is considered sufficient to mitigate the impact.

- 8.11 The building would be used solely for residential purposes, and in the context of the area it is not considered this would result in any additional undue harm through noise and disturbance to surrounding occupiers. The development is acceptable in terms of its impact on residential amenities of adjoining occupiers.

Residential amenity of future occupiers

- 8.12 The proposed dwelling is a three bedroom, four person dwelling. For a unit of this type, the Nationally Described Space Standards require a minimum internal floor area of 84sqm. The dwelling would meet this requirement. The rooms are considered to be of acceptable sizes, with adequate light and outlook provided. A private garden for both dwellings has been provided, with a sheltered patio area to the rear of the new dwelling. This is considered to be acceptable in terms of living conditions for future occupiers.

Highways and parking

- 8.13 The location for the proposed development has a PTAL level of 1b which indicates poor level of accessibility to public transport links. The new dwelling would benefit from one off street parking space on the frontage, with one off street parking space provided for the donor property to the front. Maximum car parking standards as described in Appendix 2 of the Croydon UDP state that a maximum of 2 car parking spaces should be provided per unit for detached houses. It should be noted that these are maximum standards.
- 8.14 The site is within walking distance of Riddlesdown Station and local bus links, and parking is generally unrestricted in the surrounding roads. A condition is recommended to agree details for cycle storage, to meet policy requirements for cycle parking spaces in the site to bring the development in line with standards in the London Plan. It is not considered the addition of a three bedroom unit would have a significant impact on local parking facilities, with the parking provision outlined. The development is considered acceptable in this respect.
- 8.15 The layout of the parking area is similar to that seen on the neighbouring properties and the previously approved schemes. There is enough space on the frontage to allow adequate vehicular turning space into the site. Access to the new unit would be via the access road off Riddlesdown Road, which is the same as for the existing garage and the other properties/garages on this side of Riddlesdown Road.
- 8.16 It is not considered the addition of one further new unit would result in significant additional harm to the safety of the access road. Occupiers of no.32 Riddlesdown Avenue would continue to park in the car port to the rear, as existing. Access to neighbouring garages and properties will remain as existing. The junction of the access road with the main carriageway along Riddlesdown Road is established and used for access to the existing garage to the rear of no.32, among others. It is not considered the addition of one unit would significantly alter the safety and efficiency of the junction.
- 8.17 It is acknowledged that additional units being granted and implemented incrementally will have some impact on the access road fronting Riddlesdown Road. Dialogue has been ongoing with the Councils Highways team to explore what, if any, improvements

can or need to be implemented (including the possibility of widening; street lighting and drainage). This is separate to the determination of this application.

- 8.18 Concerns have been expressed in representations regarding construction noise and disturbance. A Demolition / Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.19 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.
- 8.20 The site is in a 1 in 1000 year surface water flood risk area. As the site is sloping and there are opportunities for landscaping available, it is considered necessary to secure details of SUDs to be incorporated, which can be dealt with by condition. This will assist in preventing water runoff onto the access road.

Trees and landscaping

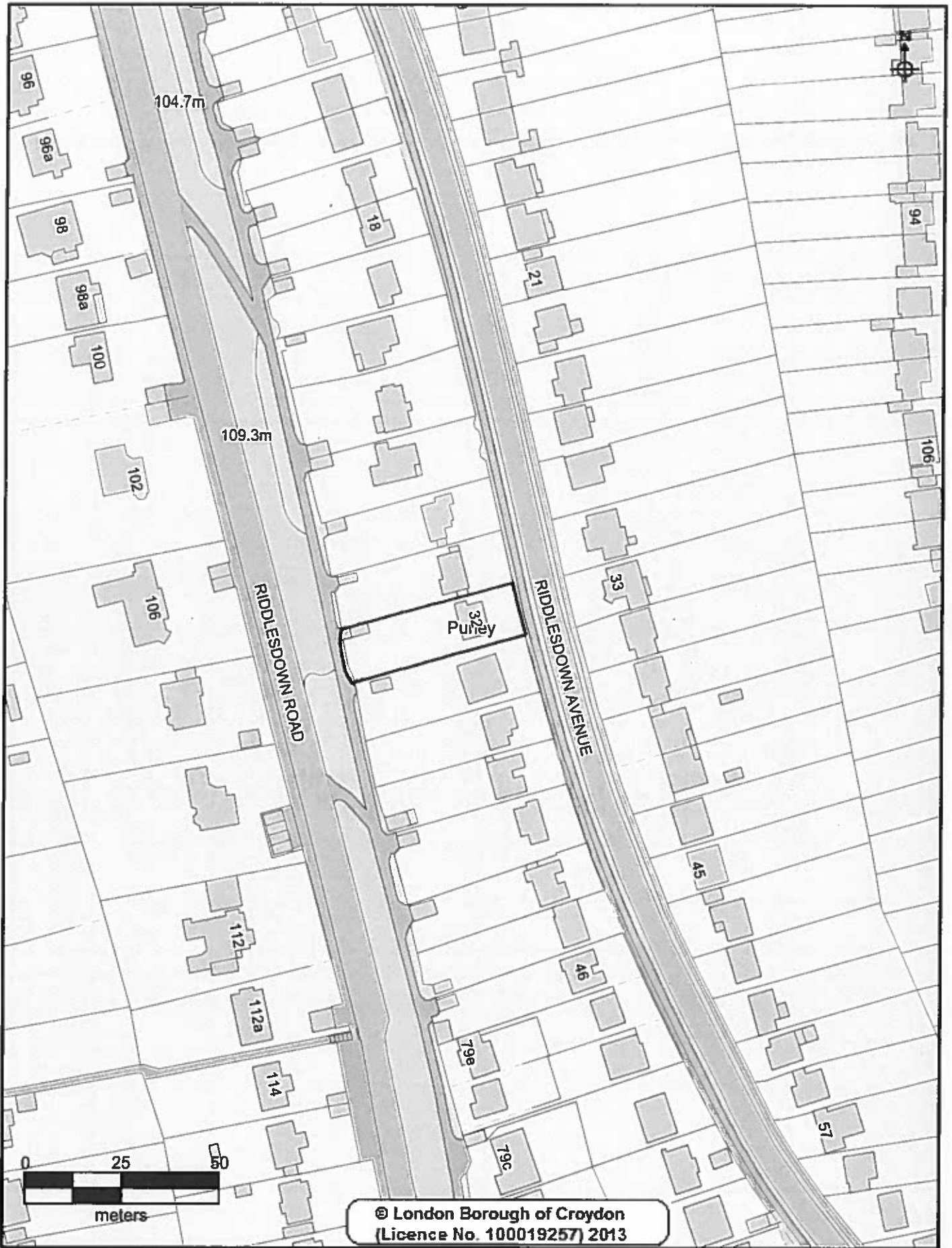
- 8.21 There are trees and shrubbery on site, however these are not of sufficient merit to warrant a tree preservation order. Representations have raised concerns that mature trees outside the site on the grass verge will be impacted by the development. These are Council owned trees and there are no proposals to remove these trees as part of the development. They are contained within the grass verge and it is not considered there would be any undue harm caused to these trees. It is considered prudent to attach a condition to ensure that suitable landscaping is provided as part of any approval.
- 8.22 With regard to wildlife, it is recommended an informative be included 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.

Other matters

- 8.23 Representations have raised concern that construction works including large vehicles will block the access road for other residents and cause damage to the highway. Whilst the site could reasonably be accessed from Riddlesdown Road which has unrestricted parking, it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along the access road.

Conclusions

- 8.24 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.
- 8.25 All other relevant policies and considerations, including equalities, have been taken into account.



PART 6: Planning Applications for Decision**Item 6.2****1 SUMMARY OF APPLICATION DETAILS**

Ref: [16/04623/FUL](#) (*link to associated documents on the Planning Register*)
Location: 32 Riddlesdown Avenue, Purley, CR8 1JJ
Ward: Purley
Description: Demolition of existing garage to the rear and erection of 3 bedroom detached house with curved sedum roof (fronting Riddlesdown Road)
Drawing Nos: UC/16 100, 101 B, 102, 103, 200 C, 201 B, 202 B, 203 B, 204 B
Applicant: Mr Usman Chaudhry
Agent: Mr Nevenko Kronic
Case Officer: Louise Tucker

- 1.1 This application is being reported to Committee because a Resident Association (Riddlesdown Residents' Association) made representations in accordance with the Committee Consideration Criteria and requested committee consideration, the Chair of Planning Committee (Cllr Paul Scott) requested committee consideration and representations over the threshold for Committee Consideration were received.

2 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 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) Materials (including windows, glazing and green roof) to be submitted with samples
- 3) Car parking to be provided as specified in the application
- 4) Removal of permitted development rights for enlargements and outbuildings
- 5) No additional windows in the flank elevations
- 6) Landscaping scheme to be submitted including hard/soft landscaping, boundary treatments, SUDs details
- 7) Permeable forecourt material
- 8) Construction Logistics Plan to be submitted
- 9) 19% reduction in carbon emissions
- 10) Water usage restricted to 110 litres per person per day
- 11) Details of the side access arrangements to be submitted for approval
- 12) Commencement of development within three years of consent being granted
- 13) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) CIL liability

- 3) Code of Practice for Construction Sites
- 4) Wildlife protection
- 5) Possible improvements of access road
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- Demolition of existing garage
- Erection of a two storey building comprising 1 x three bedroom dwellinghouse with a curved sedum roof
- Provision of one off-street parking space for no.32 Riddlesdown Avenue and provision for one off-street parking space for the new dwelling

3.2 Amendments were received during the course of the application, comprising the following:

- Internal reconfiguration
- Changes to parking arrangements
- Building moved further away from the highway

Site and Surroundings

3.3 The application site is located to the rear of 32 Riddlesdown Avenue, however the application site would “front” the eastern side of Riddlesdown Road. The site is currently occupied by a detached garage fronting an access road beyond a grass verge on the eastern side of Riddlesdown Road, serving the other properties and garages on this side of Riddlesdown Road.

3.4 The surrounding area is residential in character, made up of single/two storey detached and semi-detached properties of varied character. 32 Riddlesdown Avenue is a two storey dwelling with a chalet style roof.

3.5 A number of detached single/two storey dwellings further to the south of the application site have been constructed in the rear gardens of properties in Riddlesdown Avenue, fronting Riddlesdown Road. A dwelling was recently consented to the rear of no.42 Riddlesdown Avenue (planning reference. 17/01054/FUL) which is the closest to the application site. Land levels fall steeply from west to east and as such the properties located in Riddlesdown Avenue are located on a significantly lower land level to the application site.

3.6 The site is not subject to any constraints identified in the Croydon Local Plan Proposals Map (2013). Riddlesdown Road is a Local Distributor Road and area of surface water flood risk.

Planning History

3.7 The following application is currently under consideration at the application site, and is due for determination on this same committee meeting agenda:

32 Riddlesdown Avenue -

16/04621/FUL - Demolition of existing garage to the rear. Erection of 3 bedroom detached house with part pitched/part flat roof (fronting Riddledown Road) – Not yet decided, but recommended on this Committee agenda.

The main differences include an alternative design and materials incorporating a more traditional pitched roof and a smaller footprint. The recommendation of this application is also to grant planning permission.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of backland development is acceptable given the residential character of the area
- The design and appearance of the development is appropriate given the context of the site
- There would be no undue harm to the residential amenities of adjoining occupiers including the host property
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan
- It is not considered there would be a harmful impact to the safety and efficiency of the local highways network or access road and the parking provision for the development is acceptable
- Sustainability aspects of the development can be controlled by condition

5 CONSULTATION RESPONSE

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

6 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: 21 Objecting: 20 Supporting: 1

- 6.2 Riddlesdown Residents Association objected to the application and referred it to Planning Committee for determination.
- 6.3 Cllr Paul Scott referred the application to Planning Committee for determination in his capacity as Chair.
- 6.4 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:

- Potential for the development to meet housing need in the Borough
- Massing and design of the building in relation to the character of the area
- Overdevelopment
- Detrimental impact on trees
- Out of character with the area
- Does not continue the line of dwellings built fronting Riddlesdown Road
- Poor quality design, modern approach not compatible with area
- Increased traffic on local roads
- Inadequate parking provision
- Loss of light, outlook and privacy of adjoining occupiers
- Increased density and intensification in the area
- Impact on the access road
- Access road inadequate for increased traffic and pedestrians
- Construction noise and disturbance
- Increased pollution
- Impact on flood risk

6.5 The following matters were raised in representations which are not material to the determination of the application:

- Sewers will not cope with additional housing [OFFICER COMMENT: This is not a material planning consideration]
- Work has started so the decision must already have been made [OFFICER COMMENT: The decision has not been made]
- Will affect views [OFFICER COMMENT: This is not a material planning consideration]
- Will affect values of properties in the area [OFFICER COMMENT: This is not a material planning consideration]
- The Lead Local Flood Authority (LLFA) should be consulted as the number of properties being built on this side of Riddlesdown Road is nearing 10 units [OFFICER COMMENT: There is no requirement to consult the LLFA for minor applications such as this; they are a statutory consultee for major applications including those proposing 10 units or more]
- Development is just for financial gain [OFFICER COMMENT: This is not a material planning consideration]
- There are two applications at the same property which are almost identical [OFFICER COMMENT: There is no limit to the amount of planning applications that can be submitted on any one site and each application is considered on its own merits]
- Advertising applications using site notices is not sufficient and local residents are not aware of the applications, notices were not displayed, consultation dates not shown on the website [OFFICER COMMENT: The application was advertised by site notice in accordance with Council protocol in the same way as all planning applications. Some representations were received prior to the site notices being erected, hence there were no consultation dates to display on the website. A number of representations have been received from local residents]

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 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. (This list and the paragraphs below, will need to include CLP1.1 and CLP2 once they have weight and become material planning considerations).

- a. 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:
- Requiring good design
 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions
 - Delivering a wide choice of high quality homes
 - Providing a good standard of amenity for existing and future occupants of buildings and land
 - Promoting sustainable transport
- b. The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 on Architecture
- 7.19 Biodiversity and Access To Nature

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.2 Place Making
- SP4.1 & 4.2 Urban Design and Local Character
- SP7.4 Biodiversity

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

- H2 Supply of New Housing
- H5 Back Land and Back Garden Development
- UD2 Layout and Siting of New Development

- UD3 Scale and Design of New Buildings
- UD6 Safety and Security
- UD8 Protecting residential amenity
- UD14 Landscape design
- T2 Traffic Generation from Development
- T8 Car Parking Standards in New Development
- NC2 Specially Protected and Priority Species and their Habitats
- NC3 Nature Conservation Opportunities throughout the Borough
- NC4 Woodland, Trees and Hedgerows

7.2 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. 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 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Residential amenity of adjoining occupiers
4. Residential amenity of future occupiers
5. Highways and transport
6. Environment and sustainability
7. Trees and landscaping

Principle of development

8.2 The principle of development is considered to be acceptable. The development would provide an additional family home in an established residential area. The principle of this type of development has been established through planning permission being granted for other dwellings to the rear of properties in Riddlesdown Avenue fronting Riddlesdown Road, for example most recently to the rear of no.42 (planning reference. 17/01054/FUL). The other material considerations are discussed below.

Townscape and visual impact

8.3 The proposed development would see the erection of a new three bedrooled dwellinghouse, to the north of a number of other similar properties that have been approved fronting Riddlesdown Road. The most recently approved dwelling was to the rear of no.42 Riddlesdown Avenue, granted in May 2017 (planning reference - 17/01054/FUL). It is noted there would be a gap between the established line of dwellings which have been built, and that proposed at the application site. However as stated previously the principle of development on this side of Riddlesdown Road has been established and the new dwelling would be seen in this context, particularly given the short distance between the sites and the other neighbouring garages. The siting, plot size and shape are comparable to those already approved and the dwelling is

considered to be sufficiently in keeping with the character of the area in this respect. It is therefore considered this aspect of the development is acceptable.

- 8.4 The proposed dwelling is similar to those approved further along the road in terms of its scale and composition. It would appear as a single storey bungalow from the Riddlesdown Road frontage and as a two storey property to the rear given the steep change in land levels. However, a modern design is proposed with a curved green roof, resulting in the building appearing sunken into the site, which would reduce the visual impact of the development. The elevations would be clad in timber with aluminium framed windows. Whilst most properties in the area are traditional in appearance, the form and design of properties is mixed and in this wider context a contemporary design is supported. A condition requiring materials and details of the green roof to be submitted for approval is recommended to ensure these are of high quality with a successful finish. The ridge height and eaves height are generally lower than those approved further along the road, but this would minimise the visual impact and reflect the height of the neighbouring garages. This would also not be obvious given the spacing to the most recently approved dwellings. It is considered the development is sufficiently in keeping with the surrounding area.
- 8.5 The new dwelling is centrally located within the width of the site and contains a separate stepped access providing a footpath between the host property and the parking space. A condition is recommended to confirm the arrangements for this access given the change in land levels. The distance to both side boundaries is approximately 0.9m-1.3m, which is sufficient to ensure the development would not appear overly cramped in its plot. A condition is also recommended to agree the side boundary treatment.
- 8.6 The property is set back from the frontage with Riddlesdown Road by approximately 4.5-6.9m. This would generally accord with the existing building line along this side of the road and would be set further back than the existing garage. The design of the roof incorporates an overhanging canopy on both sides of the front of the dwelling, containing a partially covered parking space for both the host and new dwelling. There is a footpath proposed from the rear of the host property to their parking space. There are other examples of forward projecting single storey garages and car ports, including that most recently approved at no.42. As with this application the appearance would not be so detrimental to the character of the area to justify a refusal of planning permission.
- 8.7 An area of hardstanding on the frontage would be given over parking for the new dwelling, which is consistent with other examples in the area. A condition is recommended to ensure this is of a suitably permeable material. A landscaping scheme would also be required if approval were to be granted, which would include planting on the frontage to soften the appearance of the hardstanding and screen the refuse store. With conditions this element of the proposal is considered acceptable.
- 8.8 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Residential amenity of adjoining occupiers

- 8.9 The most affected property would be the host dwelling, no.32. This is a two storey dwelling with a chalet style roof. Whilst the proposed dwelling would be on a significantly higher land level than no.32, the separation distance between the main rear walls would be 21m. There would be a distance of approximately 18m between the ground floor windows, but given the proposed boundary treatment and landscaping between the sites there would be no direct window to window views. The sunken design with a curved roof is such that any undue loss of light or outlook to the host property would be minimised. This is considered sufficient to ensure there would not be a harmful loss of light, outlook and privacy to the occupiers of no.32. In this context the impact on the residential amenities of nos. 30 and 34 are also considered acceptable, with details of side boundary treatments to be agreed to limit overlooking.
- 8.10 The relationship between the new dwelling and the donor property is similar to that accepted as part of the recently approved applications further up the road. Whilst the overall garden depth of no.32 is slightly shorter than that at no.42, the separation distances are still sufficient and the roof of the building has been designed to reduce the visual impact and allow views from the donor property above the ridge line. This is considered sufficient to mitigate the impact.
- 8.11 The building would be used solely for residential purposes, and in the context of the area it is not considered this would result in any additional undue harm through noise and disturbance to surrounding occupiers. The development is acceptable in terms of its impact on residential amenities of adjoining occupiers.

Residential amenity of future occupiers

- 8.12 The proposed dwelling is a three bedroom, six person dwelling. For a unit of this type, the Nationally Described Space Standards require a minimum internal floor area of 102sqm. The dwelling would meet this requirement, having an internal floor area of approximately 114sqm. The rooms are considered to be of acceptable sizes, with adequate light and outlook provided. Whilst most of the dwelling would be single aspect, this would be east facing and is considered acceptable with the large amount of glazing on the front elevation and generous room layouts. A private garden for both dwellings has been provided, with a patio area to the rear of the new dwelling. This is considered to be acceptable in terms of living conditions for future occupiers.

Highways and parking

- 8.13 The location for the proposed development has a PTAL level of 1b which indicates poor level of accessibility to public transport links. The new dwelling would benefit from one off street parking space on the frontage, with one off street parking space provided for the donor property to the front. The two parking spaces would be provided under the canopy roof on either side of the frontage. Maximum car parking standards as described in Appendix 2 of the Croydon UDP state that a maximum of 2 car parking spaces should be provided per unit for detached houses. It should be noted that these are maximum standards.
- 8.14 The site is within walking distance of Riddlesdown Station and local bus links, and parking is generally unrestricted in the surrounding roads. A condition is recommended to agree details for cycle storage, to meet policy requirements for cycle parking spaces in the site to bring the development in line with standards in the London Plan. It is not

considered the addition of a three bedroom unit would have a significant impact on local parking facilities, with the parking provision outlined. The development is considered acceptable in this respect.

- 8.15 The layout of the parking area is similar to that seen on the neighbouring properties and the previously approved schemes. There is enough space on the frontage to allow adequate vehicular turning space into the site. Access to the new unit would be via the access road off Riddlesdown Road, which is the same as for the existing garage and the other properties/garages on this side of Riddlesdown Road.
- 8.16 It is not considered the addition of one further new unit would result in significant additional harm to the safety of the access road. Occupiers of no.32 Riddlesdown Avenue would continue to park in the allocated parking space to the rear, as existing. Access to neighbouring garages and properties will remain as existing. The junction of the access road with the main carriageway along Riddlesdown Road is established and used for access to the existing garage to the rear of no.32, among others. It is not considered the addition of one unit would significantly alter the safety and efficiency of the junction.
- 8.17 It is acknowledged that additional units being granted and implemented incrementally will have some impact on the access road fronting Riddlesdown Road. Dialogue has been ongoing with the Councils Highways team to explore what, if any, improvements can or need to be implemented (including the possibility of widening; street lighting and drainage). This is separate to the determination of this application.
- 8.18 Concerns have been expressed in representations regarding construction noise and disturbance. A Demolition / Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.19 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.
- 8.20 The site is in a 1 in 1000 year surface water flood risk area. As the site is sloping and there are opportunities for landscaping available, it is considered necessary to secure details of SUDs to be incorporated, which can be dealt with by condition. This will assist in preventing water runoff onto the access road. The provision of a green roof will also assist this, full details of this will be secured by condition.

Trees and landscaping

- 8.21 There are trees and shrubbery on site, however these are not of sufficient merit to warrant a tree preservation order. Representations have raised concerns that mature trees outside the site on the grass verge will be impacted by the development. These are Council owned trees and there are no proposals to remove these trees as part of the development. They are contained within the grass verge and it is not considered there would be any undue harm caused to these trees. It is considered prudent to attach a condition to ensure that suitable landscaping is provided as part of any approval.

8.22 With regard to wildlife, it is recommended an informative be included 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.

Other matters

8.23 Representations have raised concern that construction works including large vehicles will block the access road for other residents and cause damage to the highway. Whilst the site could reasonably be accessed from Riddlesdown Road which has unrestricted parking, it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along the access road.

Conclusions

8.24 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.

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

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Location Plan of 23 mulgrave road



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

1 SUMMARY OF APPLICATION DETAILS

Ref: [17/01280/FUL](#) (*link to associated documents on the Planning Register*)
 Location: 23 Mulgrave Road
 Ward: Fairfield
 Description: Use as an 8-bedroom HMO: demolition and rebuild of garage, erection of single storey rear extension, provision of additional patio at the rear, bin store, additional planting, minor internal alterations and external renovations comprising painting the front of the house, replacing the front roof arch and small flat roof over the front door, replacing render upstand to the front and cleaning back the render on front boundary wall.
 Drawing Nos: 113.08.01 (March 2017) ; 113.08.02 (March 2017) ; 113.08.04 (March 2017) ; 113.08.05 (March 2017) ; 113.08.06 (March 2017) ; 113.09.01 (May 2017) ; 113.09.02 (June 2017) ; 113.09.03 (June 2017) ; 113.09.04 (May 2017) ; 113.09.05 (May 2017) ; 113.09.06 (May 2017)
 Applicant: Prime Properties (Surrey) Ltd
 Agent: Nicholas Perrins
 Case Officer: Dean Gibson

Type : HMO	Number of rooms	Number of persons
1 Bed	6	6 (1 per room)
2 Bed	2	4 (2 per room)
Total	8	10 in total

Number of car parking spaces	Number of cycle parking spaces
1 (Retention of existing space)	8

1.1 This application is being reported to Planning Sub-Committee because Councillor Helen Pollard has objected to the application in accordance with the Committee Consideration Criteria and has requested it be referred for Consideration by the Planning Sub-Committee. The number of representations (objections) also exceeds the threshold criteria for reporting the application to the Planning Sub-Committee.

2 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to:

- 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 in accordance with the submitted plans
- 2) Submission of details of external facing materials, including samples
- 3) Details of items to be implemented as specified in the application prior to occupation a) refuse store, b) car parking c) cycle storage and retained as such thereafter
- 4) Windows at first/second floor on eastern flank elevation to be obscure-glazed and fixed shut.
- 5) Submission of details of a security lighting scheme
- 6) Submission of tree protection scheme
- 7) Roofs of extensions not to be used as roof terraces
- 8) Commence within 3 years of date of planning permission.
- 9) Any other planning condition(s) considered necessary by the Director of Planning
- 9) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

- 1) Site notice removal
- 2) Developer to have regard to Council's Code of Practice 'Control of Pollution and Noise from Demolition and Construction Sites'
- 3) HMO Fire Safety
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the nearby Central Croydon Conservation Area as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the conversion of the existing 6 bedroom family dwelling house to an 8 bedroom HMO residential accommodation with a maximum of 10 residents. The one existing off-street car parking space on the forecourt of the property would be retained. Cycle storage would be provided within the proposed re-constructed side garage.
- 3.2 The extensions and alterations would consist of :-
- The demolition and re-construction of side garage.
 - Erection of a single storey rear extension.

- Removal of external side 1st floor door and of external metal fire-escape stairs.
 - Formation of additional patio at the rear.
 - Provision of enclosed bin store on side of forecourt, additional planting, minor renovations comprising painting the front of the house, replacing the dilapidated canopy over the front door, replacing render upstand to the front and cleaning back the render on front boundary wall.
- 3.3 The proposed rear extension would be 3 metres in depth and would be formed of bricks to match the existing house. It would have either timber or aluminium framed windows. The specific window material would be subject to approval by a planning condition. It would accommodate the ground floor communal dining and living room and would also connect to the re-constructed garage which would accommodate a w/c and cycle storage. So, effectively an L-shaped single storey side / rear extension would be formed. There would be a rear patio area formed adjacent to the rear extension.

Site and Surroundings

- 3.4 The site consists of a large two storey detached family dwellinghouse on the northern side of Mulgrave Road. The house also has rooms in the roofspace with second floor gable windows to the front and back and to both flank elevations. There is also a dormer window in the rear roof slope. There are three brick chimney stacks evident on the house. The house also has a cellar. There is a single storey garage attached to the eastern flank elevation of the house, but set back from its front elevation. The main ground floor entrance of the house is within the flank eastern elevation and it has a flat felt roof canopy. There is also a first floor door, serving a hallway, in the eastern flank elevation and associated external metal fire escape stairway that exits into the rear garden of the property. The rear garden has a paved patio area and a lawn beyond it. There is a Walnut tree in the rear garden adjacent to the western boundary. The house is predominantly finished in a red London stock brick, although a cream render has been applied to the first floor front elevation and second floor gable and part of the rear ground floor has a white render finish. The house predominantly has sash windows, some with timber frames and some with Upvc frames. The garage has a felt roof and an up-and-over door. The forecourt has a vehicle crossover, gravel surface and informal off-street parking arrangement. The front wall is low and rendered.
- 3.5 The site is within the Chatsworth Road Conservation Area. This Conservation Area is also subject to an Article 4 Direction (which revokes some householder permitted development rights).
- 3.6 The site is within the Croydon Metropolitan Centre and is also within the Croydon Opportunity Area. The site is within an Area of High Density and is within an Archaeological Priority Zone. The site has a Transport for London Public Transport Accessibility rating of 6a, so it is considered to have good access to public transport services. The site is within a Controlled Parking Zone.
- 3.7 Mulgrave Road and the surrounding roads are residential in character.

Planning History

3.8 The following pre-applications / planning decisions are relevant to the application:

- 16/03032/P – Conversion to a 10 bedroom hostel – Planning Application WITHDRAWN.
- 16/06078/Pre - Use as a 8 bedroom HMO ; demolition of existing attached side garage and erection of single storey side/rear extension ; internal and external alterations ; provision of refuse storage enclosure. A view was expressed that a planning application based on the proposed change use and extension/s and alterations to the building would have some merit.
- 17/01722/CAT – Conservation Area – Works to Tree Consent - granted to remove limb of Walnut tree in rear garden.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The conversion of the house is acceptable in principle as there are no specific policy designations that would prohibit its conversion to another residential use. Policy supports diversity of housing choice.
- 4.2 The proposed development would not have any adverse effect upon the amenity of adjacent residential occupiers in Mulgrave Road, Chatsworth Road, and Woodstock Road. The detached character of the house, its separation distances to adjacent houses, and the proportionate scale of extensions, would ensure that no that no adverse loss of privacy, outlook, loss of light or visual intrusion would occur to adjacent residential occupiers.
- 4.3 The design of the extensions and proposed alterations would be respectful to the character of the conservation area. The development would not have any adverse effect on the visual integrity of the Chatsworth Road Conservation Area.
- 4.4 The existing off-street parking space would be retained. The low provision of off-street parking would be acceptable in this town centre location, with its easy access to public transport facilities, and shops and services. The provision of cycle storage on the site would promote sustainable travel choice.

5 CONSULTATION RESPONSE

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

6 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 application has also been publicised in the local press.

6.2 Councillor Helen Pollard has objected to the proposal and referred the application to Committee for consideration on the grounds of overdevelopment, crowding and the development being out of character with the area.

6.3 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: 48 Objecting: 48 Supporting: 0

No of petitions: 1 (with 32 signatures) objecting

6.4 Representations have been made from the following local groups/societies:

- Mid-Croydon Conservation Area Advisory Panel (objecting)
- Chatsworth Resident's Association (objecting)

6.5 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>Design and Townscape</i>	
Detrimental to character of Conservation Area. Out of character with surroundings. Poor design of extension.	The house is detached and has 6 bedrooms. Officers consider that the proposed alterations and extensions would not be detrimental to the character of the existing house or conservation area.
Overdevelopment / Inappropriate High Density	The site is considered to be Urban and subsequently in considering the Public Transport Accessibility Level (PTAL) of 6a a density range between 200-700 habitable rooms per hectare is recommended.
<i>Amenities of adjacent / nearby residential occupiers</i>	
Cumulative effects of HMO's in the area. A building a few roads away at 57-59 Friend's Road had a 2008 planning permission (Ref: 08/02417/P) for use as a residential care home for 10 adults with learning difficulties.	Officers consider that the proposed addition of a HMO to the area would not result adverse effects on the residential amenity of adjacent or nearby residential occupiers. Policy expects the majority of new residential development within Croydon to be directed to and delivered in the main town centre as it has the infrastructure in

<p>There is a 5 person HMO at 3 Chatsworth Road.</p> <p>Loss of privacy.</p>	<p>place to provide convenient access to local services and local transport connections.</p> <p>The planning permission Ref:08/02417/P at 57-59 Friend's Road was not implemented. It had historically been used as a hotel. The HMO at 3 Chatsworth Road has less than 6 people residing in it, so planning permission was not required for its use.</p> <p>No adverse loss of privacy would occur. However, a condition is recommended that the first and second floor windows on the eastern flank elevation be obscure-glazed and fixed shut to further protect the privacy of 3 and 5 Chatsworth Road.</p>
<p>Increased Noise / Disturbance</p>	
<p><i>Parking / Highway Issues</i></p>	
<p>Impact on local parking availability / loss of garage space.</p> <p>Parking hazard.</p>	<p>The site is within a controlled parking zone. It is also within the town centre and so has excellent links to public transport.</p> <p>The existing off-street parking space on the forecourt would be retained. The existing garage was not used for off-street parking.</p>
<p><i>Anti-Social Behaviour</i></p>	
<p>Will result in increased anti-social behaviour including increased burglary, domestic abuse, drug abuse, littering, throwing bricks through windows, increased vermin.</p> <p>The anti-social behaviour problems associated with high concentrations of HMOs are well documented in a 2015 Government report.</p>	<p>The applicant has submitted a management strategy for the proposed HMO that will put in place best practice measures.</p> <p>The applicant's intention is to attract young professionals to live in the HMO accommodation.</p> <p>The maximum number of tenants allowed to reside in the property would be 10 and this matter would be secured by condition.</p> <p>A HMO Government report 2015 was referred to in numerous resident objections. However, the report quoted specifically related to HMO's in 'Wales' and was prepared for the Welsh Government.</p>

<i>Affect on Trees</i>	
<i>No tree survey submitted</i>	<p>It is not proposed to remove any trees from the site.</p> <p>The Walnut tree in the rear garden is not subject of any Tree Preservation Order and would be protected during demolition / construction works for the extensions. This matter could be further secured by condition.</p> <p>The apple tree in the back garden of 5 Chatsworth Road is unlikely to be affected by the proposed development given there is existing garage and an existing hardstanding area behind it.</p>
<i>Standard of Accommodation</i>	
The accommodation layout would be poor.	The accommodation layout would meet the relevant HMO standards.
<i>Drainage</i>	
Will adversely affect local drainage.	The applicant advises the drainage will connect to the existing mains sewer.
<i>Vagueness of Application Submission</i>	
<i>Plans and information regarding existing property and proposed HMO occupants is vague.</i>	The plans and information submitted with the application are of a sufficient level of detail to assess and determine the proposal.
<i>Non-material issues</i>	
Rear garden pond was filled in.	Not a material planning consideration. The infilling of a garden pond is not restricted by the Chatsworth Road Conservation Area status or associated Article 4 Direction. It was therefore done at the discretion of the property owners.
Development would be more suited to office conversions in town	It is necessary for the Local Planning Authority to determine the application before it rather than schemes which haven't been submitted for consideration.

Asbestos may be in garage	This is a speculative comment. However, there is separate environmental legislation in place to deal with this matter.
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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 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:

- Section 4: Promoting sustainable transport
- Section 6: Delivering a wide choice of quality homes
- Section 7: Requiring good design
- Section 8: Promoting healthy communities
- Section 10: Meeting the challenge of climate change, flooding and coastal change

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

7.4 Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 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
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.13 Parking
- 7.8 Conservation / Heritage Assets

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

- SP2 Homes
- SP2.3 Choice of homes
- SP2.5 Mix of homes
- SP2.6 Lifetime homes
- SP4 Urban Design and Local character
- SP4.1 High quality development
- SP4.12 – SP4.14 Conservation / Heritage Assets
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- SP7.4 Enhance biodiversity
- SP8.3 Making full use of public transport

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

- UD1 High Quality and Sustainable Design
- UD2 Layout and siting of new development
- UD3 Scale and Design of new buildings
- UD8 Protecting residential amenity
- UD13 Parking Design and Layout
- UD14 Landscaping
- UD15 Refuse and Recycling Storage
- UC3 Conservation Areas
- UC11 Archaeology
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- NC4 Trees
- T2 Traffic Generation from Development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing
- H8 Conversions to Non-Self Contained Dwellings
- H11 Protection of Small Family Houses

7.7 CLP1.1 & CLP2

7.8 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. 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.

7.9 There is relevant Supplementary Planning Guidance as follows:

- Croydon Opportunity Area Planning Framework
- SPD2 – Residential Extensions and Alterations

7.10 There are relevant adopted Conservation Area Appraisals and Management Plan is as follows:

- Chatsworth Road Croydon Conservation Area Assessment and Management Plan

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development and housing mix
2. Townscape and visual impact and consideration of density
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Transport
6. Sustainability
7. Environment

Principle of Development and Housing Mix

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised, including providing a variety of housing types and unit mix.

8.3 The existing house has a gross internal floor area which exceeds 130m², so it would not be regarded as a 'small family house' as defined in policy. The conversion of the house to another residential use would therefore be acceptable in principle.

8.4 Policy makes provision for HMO's and advises they will be considered favourably if they meet a known and established need ; complies with or are capable of reaching the standards laid down by the Housing Acts ; doesn't have a significantly adverse effect on the residential environment or the availability of local services ; and provides adequate amenity for residents and neighbours.

8.5 A number of representations received against the application express concern that the proposal would be contrary to the aims of the Croydon Opportunity Area Planning Framework (COAPF) SPD, particularly with regard to the provision of family housing and the imbalance that would result from the provision of the HMO and cumulative effects of HMO's in the Chatsworth Road Conservation Area. However, paragraph 4.13 of that COAPF also seeks to : support the development of 7,300 new homes ; accommodate 17,000 new residents ; and promote a mix of medium and high density housing - in a mixture of housing typologies. While the COAPF does promote the provision of three bedroom housing in this area paragraph 4.48 also states that The exact level of three bed+ housing will be determined on a case-by-case basis. Some sites will deliver more, while other sites will deliver less. Paragraph 9.10 of COAPF states the success of establishing

a long term residential community in the COA is the delivery of a large number of new homes matched with a real mix of housing types, along with new retail and commercial space and a much improved public realm. In the future, there is a need to secure other types of housing that will support a more mixed and balanced community.

- 8.6 The principle of the development of the site is therefore considered acceptable.

Townscape and visual impact and consideration of density,

- 8.7 Policy seeks to optimise housing output taking into account local context, character and design and public transport capacity. Based on the site's urban character context and excellent Public Transport Accessibility Level (PTAL) of 6a a density range between 200-700 habitable rooms per hectare would apply. The proposed development would deliver a net residential density of 225 habitable rooms per hectare, which falls within the lower end of the density range identified in the London Plan. Moreover, as considered further in this report the proposed development would respond well to local context, would provide open space, and would not adversely impact upon local transport capacity. As such the proposed density is supported.
- 8.8 The house is located in a grid of residential streets within the Croydon Metropolitan Centre and Chatsworth Road Conservation Area. It is a detached period dwelling and has two reception rooms, large kitchen, and study on the ground floor, three bedrooms on the first floor and three bedrooms within the gabled roof space. The house has a basement/cellar. There is a garage attached to the eastern flank of the house. There is also a metal fire-escape stair which leads from a door on the eastern flank of the first floor to the rear garden. The house has forecourt and it has one off-street parking space. The house also has large rear garden and there is a substantial Beech Tree located towards the western boundary of the garden.
- 8.9 The proposed demolition of the garage would be acceptable. The garage is in a poor structural condition and is not used to park a car. The replacement garage would be used for a vertical cycle storage system, and would have a w/c. It would also connect to the living and dining areas in the proposed rear extension. It would effectively sit in the same footprint as the existing garage and would be the same height. Instead of an up-and-over garage door, it would have conventional timber double doors to convey it use as a storage area. It would be constructed of brick to match the existing house.
- 8.10 The proposed rear extension would be 3 metres in depth and would connect to the proposed replacement garage. The 3 metre depth of the extension would comply with the design guidance of the Supplementary Planning Document No.2 on Residential Extensions and Alterations. It would be proportionate and in scale with the existing house. It would be constructed in brick to match the existing house. Its windows would either have timber or aluminium powder coated frames. The specific details of the materials to be used can be secured by condition. The rear extension would not be visible from the street and so would not adversely affect the visual amenity of the Chatsworth Road Conservation Area.

- 8.11 The removal of the fire-escape stairs would be acceptable. The first floor door on the eastern side elevation would be formed into a window to match the existing design of window on the second floor eastern. As the window would be visible from the street the Council would require the window frame to be timber and this matter can be secured by condition. Works of making good to the brick area around the proposed window are proposed and this is supported.
- 8.12 The proposal also includes minor renovations to the house, comprising painting the front of the house, replacing the dilapidated canopy over the front door, replacing render upstand to the front and cleaning back the render on front boundary wall. The proposed renovations would enhance the appearance of the house and Chatsworth Road Conservation Area and are supported.
- 8.13 Overall the proposed extensions and external renovations to the property would positively respond to the characteristics of the site and area.

Housing Quality for future occupiers

- 8.14 No specific accommodation standards are set out for HMO accommodation in planning policy. However, there are standards laid out in Housing legislation. In this instance the application proposal would comply with the standards laid out.
- 8.15 A total of 8 bedrooms are proposed and based on the layout proposed the HMO would be able to accommodate a maximum of 10 persons. Each bedroom would exceed the minimum requirement for floor area as set out in HMO standards. The one person rooms would all exceed 10 square metres and the two person rooms would all exceed 15 square metres. All of the bedrooms would have acceptable outlooks. The rooms in the roof would be served by full height gable windows. Two shared kitchens and two shared shower rooms are proposed. The bedroom 6 would also have an en-suite shower room. Each occupant would be within one floor of a shared bathroom area and shared kitchen area. The basement / cellar would provide space for storage. All of the residents would have access to the rear garden. The ground floor kitchen would overlook the dining area and the patio doors beyond.
- 8.16 The removal of the external fire escape stair would be acceptable as the HMO would still need to comply with relevant fire safety legislation. The applicant can be advised of additional safety recommendation through use of an informative. These safety recommendation include installation of smoke detectors in the bike store (in case materials are stored there), in the 1st floor shower room cupboard (where the boiler is stored), and in the first floor utility room.
- 8.17 Overall the standard of accommodation proposed would be of a high standard for HMO accommodation.

Residential Amenity for Neighbours

- 8.18 The SPD2 recommends that rear single storey extensions on detached houses should not project more than 4 metres beyond neighbouring properties. The proposed rear extension would comply with that guidance. The proposed replacement garage would effectively be a like-for-like replacement. Therefore,

these extensions would not result in any adverse effects on the amenity of adjacent residential occupiers.

- 8.19 The proposed removal of the fire-escape from the eastern elevation is supported. It would further protect the privacy of occupiers in houses to the east in Chatsworth Road. To further ensure the privacy of occupiers in Chatsworth Road is maintained conditions can be used to ensure that the roofs of the extension/s are not used as terrace areas and that first and second floor windows in the eastern flank elevation of the house are obscure-glazed and fixed shut.
- 8.20 A number of representations received in response to the application express concern with regard to increased noise, disturbance, and anti-social behaviour that would result from the proposed HMO use and the cumulative effects of HMO's in the locality. A number of representations refer to a 2015 Government review paper on the anti-social problems that result from HMO's. However, the paper cited relates specifically to HMO accommodation in Wales and was produced for the Welsh Government, so it is not deemed relevant to the planning application to hand. The representations also refer to there already being 22 HMO's in the locality. However, seen in context that would represent approximately 11% only of the plots within the Chatsworth Road Conservation being in HMO use. With regard to the issue of 57-59 Road the 2008 planning permission (Ref: 08/02417/P) for use as a residential care home for 10 adults with learning difficulties was not implemented. It was historically used as a hotel but gained a licence for use as a hostel for 43 persons in 2012.
- 8.21 With regard to the current application proposal at 23 Mulgrave Road the maximum number of residents within the HMO would be restricted to 10 persons and this matter can be secured by condition. Furthermore, the applicant has a HMO Management Plan in place which was submitted with the application. It advises that the applicant is aiming to attract the young professional market for prospective tenants and will be advertising rooms when available with local companies and networking organisations such as the local chamber of commerce. Tenants will be offered standard Assured Shorthold Tenancy (AST) Agreements – 12-month contracts with a 6-month break clause. Specifically, there is no intention for short-term letting and sub-letting will be forbidden according to the terms of the lease. The longer length of lease under an AST compared with a hostel will attract tenants with a greater degree of permanence. Such tenants are arguably more likely to seek to assimilate within the community & take greater care of the surrounding neighbourhood. The lease will also include clauses covering anti-social behaviour, drugs & alcohol. The applicants are members of the National Landlords Association and their managing agents have five years experience of managing four HMOs. There will be regular inspection, maintenance and safety checks undertaken for the accommodation as part of the management regime.
- 8.22 Overall, the restriction with regard to the number of residents and the management plan that would be put into place would provide protection against anti-social behaviour etc for adjacent and nearby residents.
- 8.23 Noise and disturbance from demolition and construction works on the site would be inevitable but would also be relatively minor. They would also be subject to

separate environmental legislation. The Council and the GLA also produce good practice guidance on this matter of which the developer be informed.

Transport

- 8.24 The site is in an area with a PTAL of 6a, which is a high rating for accessibility to public transport. Chatsworth Road and the surrounding roads are within a Controlled Parking Zone. There is one existing off-street car parking space which would be retained.
- 8.25 Cycle storage for 8 cycles is proposed within the re-constructed garage and a vertical stacking system is proposed. This would be acceptable and its provision can be secured by condition.

Sustainability

- 8.26 As a conversion to an HMO the proposal would not be subject to any specific sustainable development measures.

Environmental Issues

Water Resources and Flood Risk

- 8.27 The connection to existing drainage systems would be maintained.

9 OTHER PLANNING ISSUES

Trees / Landscaping / Wildlife

- 9.1 An existing Walnut tree in the rear garden of the property (adjacent to its western boundary), but it is not subject of a tree preservation order. It would be retained and a condition requiring the erection of protective fencing around the tree during construction works could be used. There is a tree in the rear garden of an adjacent property to the east in Chatsworth Road. The existing garage attached to the eastern flank of the house would be demolished and re-constructed. It would be built on the same foundations as the existing garage. Therefore, it is unlikely to result in any harm resulting to the tree. The rear garden is already landscaped with lawn, shrubs and trees. A new patio would be formed adjacent to the proposed rear single storey extension.

Refuse storage

- 9.2 The refuse storage would be sited to the eastern side of the forecourt, approximately 8 metres away from the back edge of the pavement. It would have a timber enclosure. This would be acceptable and its siting and appearance could be secured by condition.

Security

In terms of security, the development would increase natural surveillance of the adjacent properties. Details of security lighting could be secured by condition.

Archaeology

- 9.3 The proposed rear extension is less than 25 square metres, so is below the threshold for consulting Historic England (Archaeology).

Conclusions

- 9.4 The recommendation is to grant planning permission. All other relevant policies and considerations, including equalities, have been taken into account.

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