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London Borough Croydon

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

Ref: 16/04621/FUL
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.