

# Planning Sub-Committee Agenda



To: Councillor Paul Scott (Chair)  
Councillor Humayun Kabir (Vice-Chair)  
Councillors Jamie Audsley, Sherwan Chowdhury, Luke Clancy,  
Bernadette Khan, Jason Perry, Joy Prince, Sue Winborn and Chris Wright

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

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 14 December 2017 at 6.30 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER  
Director of Law and Monitoring Officer  
London Borough of Croydon  
Bernard Weatherill House  
8 Mint Walk, Croydon CR0 1EA

James Haywood  
020 8726 6000 x63319  
james.haywood@croydon.gov.uk  
www.croydon.gov.uk/meetings  
Tuesday, 5 December 2017

Members of the public are welcome to attend this meeting.  
If you require any assistance, please contact James Haywood, as above.  
To register a request to speak, please either e-mail  
Planning.Speakers@croydon.gov.uk or call JAMES HAYWOOD by 4pm on the  
Tuesday before the meeting.

N.B This meeting will be paperless. The agenda can be accessed online at  
[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

## **AGENDA – PART A**

**1. Apologies for absence**

To receive any apologies for absence from any members of the Committee

**2. Minutes of the previous meeting (Pages 5 - 8)**

To approve the minutes of the meeting held on 2 November 2017 as an accurate record.

**3. Disclosure of Interest**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted 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 those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

**4. Urgent Business (if any)**

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

**5. Planning applications for decision (Pages 9 - 12)**

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

**5.1 17/02669/FUL 6 Ashburton Road, Croydon CR0 6AL (Pages 13 - 24)**

Alterations and conversion to form 3 one bedroom flats and one three bedroom flat facilitated by the erection of a single storey side and rear extension, conversion of existing garage and provisions of associated parking and refuse storage

Ward: Addiscombe  
Recommendation: Grant permission

**5.2 17/03005/FUL 14 Norbury Crescent, Norbury, London  
SW16 4LA (Pages 25 - 34)**

Alterations, Retention of single storey rear extension and change of use from 5 rooms C4 Houses in multiple occupation to 9 rooms HMO, Provision of associated refuse storage and cycle storage  
Ward: Norbury  
Recommendation: Grant permission

**5.3 17/03384/FUL 96 Bridle Road, Croydon CR0 8HF (Pages 35  
- 44)**

Erection of an attached two storey four bedroom house with accommodation in the roofspace: provision of associated parking, bin store, cycle store and landscaping  
Ward: Shirley  
Recommendation: Grant permission

**6. Exclusion of the Press & Public**

The following motion is to be moved and seconded where it is proposed to to exclude the press and public from the remainder 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 items 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."

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## Planning Sub-Committee

Meeting of held on Thursday, 2 November 2017 at 6.30 pm in Council Chamber, Town Hall,  
Katharine Street, Croydon CR0 1NX

### MINUTES

**Present:** Councillor Paul Scott (Chair);  
Councillor Humayun Kabir (Vice-Chair);  
Councillors Luke Clancy, Bernadette Khan and Chris Wright

**Also Present:** Councillor Margaret Bird

**Apologies:** None

### PART A

67/17 **Minutes of the previous meeting**

**RESOLVED** that the minutes of the meeting held on 5 October 2017 be signed as a correct record.

68/17 **Disclosure of Interest**

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

69/17 **Urgent Business (if any)**

There was none.

70/17 **Planning applications for decision**

71/17 **5.1 17/03844/FUL 1 Reddown Road, Coulsdon CR5 1AN**

Alterations; conversion to form 3 two bedroom and 3 one bedroom flats; erection of basement and side extensions and dormer extension in front roof slope; alterations to vehicular access, provision of associated cycle and car parking; provision of bin store  
Ward: Coulsdon East

Following the officer's presentation, Members of the Committee expressed concerns about flood risk in the area. Officers explained that, with less than 10 units and not much increase in hard standing area, the flood risk is minimal

but some form of SuDS (sustainable drainage system), such as water butts or permeable paving could be a condition.

Mr Steve Booth (LTD Services Ltd) spoke on behalf of the applicant, making the following points:

- Revised design allows development of a large residential property with respect to neighbouring properties.
- Refusal reasons have been addressed
- 6 well designed residential dwellings with less impact on shape and form of the existing property
- A number of amendments have been made, including removal of the single storey extension to the rear, the internal layout, enhancement of the amenity and community areas, reduction of the hard standing
- Level of parking is as recommended by the Highways team
- Refuse store has been repositioned
- The drainage system is not a matter for consideration regarding planning permission but the applicant will work with Thames Water to find a satisfactory solution

Councillor Margaret Bird, ward Member for Coulsdon East, spoke in objection on behalf of local residents, raising the following issues:

- Sewage issues will be exacerbated by more properties
- Distance between the properties is only 15ft
- There are shared boundaries and access concerns
- Right of access needs to be protected
- There are overlooking concerns
- The flats are too small – they are not much bigger than the previously refused scheme
- Parking is insufficient – could a condition be added to refuse additional parking permits?
- There are too many properties in too tight a site

In response to these concerns, the Head of Development Management assured Members that the flat sizes all comply with standards. Car parking is not an issue for Planning Committee. Although the PTAL (public transport access link) is 2, the site is relatively close to the station. Drainage is an issue for Thames Water and the Council is addressing this through the Director of Streets. It is a CPZ area and it would be possible to restrict parking permits by condition. SuDS should be delivered through landscaping conditions and looking at permeable paving and other sustainable ways.

Members agreed that the applicant had addressed concerns raised by the inspector by providing a larger amenity space and losing one storey. Retention of the existing hedge will control excessive run-off of water. However, access arrangements need to be resolved between the applicant and next door neighbour.

After consideration of the officer's report, Councillor Humayun Kabir proposed and Councillor Paul Scott seconded the officer's recommendation and the Committee voted 3 in favour, with 2 abstentions, so planning permission was **GRANTED** for development at 1 Reddown Road, Coulsdon CR5 1AN, with an additional condition regarding flooding and SuDS provision - with further clarity around landscaping. A further planning condition was agreed to restrict car parking permits – and an informative – encouraging on-going dialogue with immediate neighbours.

The meeting ended at 7.10 pm

**Signed:**

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**Date:**

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## PLANNING SUB-COMMITTEE AGENDA

### PART 5: Planning Applications for Decision

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#### 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.

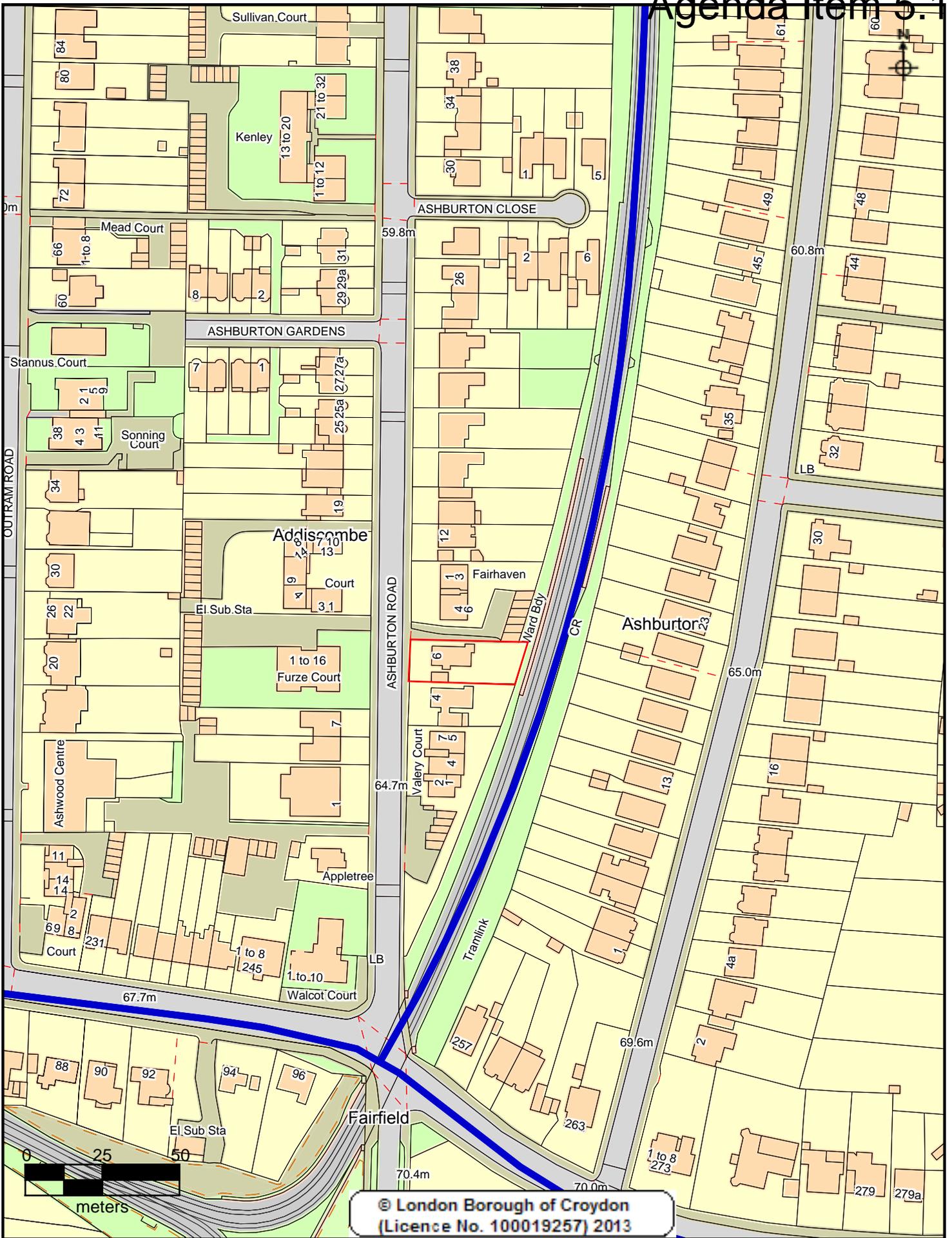
## **8. BACKGROUND DOCUMENTS**

- 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.

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**PART 5: Planning Applications for Decision**

**Item 5.1**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: [17/02669/FUL](#) (*link to associated documents on Planning Register*)

Location: 6 Ashburton Road, Croydon, CR0 6XE

Ward: Addiscombe

Description: Alterations and conversion to form 3x1 bed and 1x3 bed flats facilitated by the erection of a single storey side and rear extension, conversion of existing garage and provisions of associated parking and refuse storage.

Drawing Nos: Proposed East/Rear Elevation 160376/12 – October 2017, Proposed North/Side Elevation 160376/14 – October 2017, Proposed South/Side Elevation 160376/15 – October 2017, Proposed West/Front Elevation 160376/13 – October 2017, Floor Plans as Proposed 160376002 Rev B – April 2016, Existing Floor Plan 16/0376-10 – July 2016 and Existing Elevations 16/0376-11 – July 2016.

Applicant: Mr Kassam (Polychem Ltd)

Agent: Mr Jason Chandler (OSG Architecture Ltd)

Case Officer: Matthew Carney

	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>
<b>Flats</b>	N/A	3 (1b2p)	N/A	1 (3b5p)

<b>Type of floorspace</b>	<b>Amount existing</b>	<b>Amount proposed</b>
Residential	185 Sqm	262 Sqm (77 Sqm additional)

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
2	5

- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received.

**RECOMMENDATION**

That the Planning Committee resolve to GRANT planning permission subject to the Director of Planning and Strategic Transport having 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) Details of external facing materials, including samples
- 3) Construction logistics plan (including a construction environmental management plan)
- 4) Details of hard and soft landscaping (to incorporate SUDs where appropriate) and boundary treatments
- 5) Details of balustrade and privacy screening to first floor terrace

- 6) Details of cycle and refuse storage and electronic charging point
- 7) Car parking layout to be provided as specified in the application drawings prior to occupation
- 8) Installation of a water butt
- 9) Details of an electric vehicle charging point
- 10) Time limit of 3 years
- 11) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 2) Developer to have regard to Council's Code of Practice 'Control of Pollution and Noise from Demolition and Construction Sites'
- 3) Developer to have regard to the Mayor of London's Best Practice Guidance 'The control of dust and emissions from construction and demolition'.
- 4) Network Rail recommendations
- 5) Wildlife protection
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **2 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 2.1 The proposal involves the erection of a single storey side and rear extension and conversion of the existing garage to facilitate the conversion of the existing single family dwelling into 3x1 bed and 1x3 bed flats. The existing rear amenity would be subdivided to provide amenity space for the ground floor flats and parking would be provided in the existing hardstanding at the front of the property.
- 2.2 During the course of the application a revised set of plans have been submitted, amending the proposed scheme by significantly reducing the size of the extension (it was previously two storey) and thereby reducing the number of flats proposed (from 6 to 4). Local residents were re-consulted on this amended proposal. A further set of amended plans were received during the re-consultation period but the changes were minor and in the main related to clarifying the materials used in the construction of the extension, reducing the size of the first floor terrace and a reducing the number of car parking spaces from 3 to 2 spaces. In view of the scale of these further changes no further consultation was undertaken.

### **Site and Surroundings**

- 2.3 The application site hosts a large detached single family dwelling located on the east aspect of Ashburton Road. The property is a good example of Edwardian architecture with a cross-gabled roof and a rectangular bay window at ground floor level.
- 2.4 The dwelling is situated in the East India Estate Conservation Area and is identified in the East India Estate Conservation Area Appraisal and Management Plan, along with the adjacent No.4 Ashburton Road (which is near identical to the host property) as a positive unlisted building due to the important contribution it makes to the character

and appearance of the area. It is not listed nor included on the Council's local heritage list.

- 2.5 The surrounding area comprises a mix of residential properties, including traditional two-storey detached and semi-detached dwellings and larger residential blocks comprising flats.

### **Planning History**

- 2.6 The site was the subject of a planning application in 2016 for the erection of a part two/part three storey extension to the dwelling to facilitate its conversion into 7 flats (LBC Ref 16/04398/FUL). This application was refused for the following reasons:
- 1) The development would result in sub-standard accommodation for future occupiers caused by inadequate floor areas, failure to provide future amenity space and unacceptable ceiling heights in the second floor studio flat
  - 2) The development would be detrimental to the character of the locality and visual amenity of the host building and the character and appearance of the East India Conservation Area by reason of the size, siting and design of the two storey rear extension and its relationship with neighbouring properties.
  - 3) The development does not provide the required level of dedicated cycle storage spaces or refuse storage facilities and the proposal in its current form fails to demonstrate that sufficient space exists to accommodate the requirements to an acceptable standard without impacting upon the amenity of future occupiers or the character and setting of the street-scene

## **3 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 3.1 The conversion of the existing dwelling is acceptable in principle as it is not protected by any policy designations prohibiting its conversion. Planning policy also seeks to optimise development of a site for residential use.
- 3.2 The design, siting, scale and layout of the proposed single storey extension would respect the important relationship with 4 Ashburton Road, the overall character and appearance of the conservation area and would make effective use of the land. The appearance would be simple, respecting the existing surrounding built form and clearly distinguishing between the existing and proposed development, whilst being visually interesting and utilising high quality materials.
- 3.3 The design, scale and massing would not harm the living conditions of the neighbouring residents. The layout of the proposal would ensure that suitable separation distances have been provided and would protect the privacy and amenity of neighbours.
- 3.4 The proposed flats would provide high quality living accommodation for future occupiers in accordance with London Plan standards.
- 3.5 The level of off street parking spaces would be suitable for number of flats proposed and the provision of an electric vehicle charging point would meet the London Plan standards.

#### 4 CONSULTATION RESPONSE / LOCAL REPRESENTATION

4.1 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: 41      Objecting: 41      Supporting: 0

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

<b>Summary of objections</b>	<b>Response</b>
<i>Design, scale and massing</i>	
Overdevelopment of the site	Officers are satisfied that the density is acceptable and the development would not be overdevelopment. Refer to paragraph 6.8.
Harm to an attractive dwelling that forms an important part of the street scene, as a result the development will harm the character of the conservation area	It is considered that the standard of design would preserve the relationship with the adjoining property and not harm the setting of the East India Estate Conservation Area. Refer to paragraphs 6.4-6.7 of this report
Loss of front boundary wall in conservation area	The proposal has been amended to maintain the existing boundary treatment to the sites frontage. Refer to paragraph 6.7.
<i>Residential amenity of neighbours</i>	
The development would result in increased overlooking and intrusion of privacy for adjoining occupiers.	Officers are satisfied that the development would not harm the privacy of neighbours. Refer to paragraph 6.11 – 6.13
Increased noise and disturbance and nuisance for neighbours. Impact upon peaceful enjoyment of neighbouring properties	Officers are satisfied that the development would not harm living conditions of neighbours through noise and disturbance. Refer to paragraph 6.13
<i>Highways and Transport</i>	
Insufficient parking in the area, development would impact upon parking in the area.	Officers are satisfied that a suitable level of off street car parking has been provided for the development. Refer to paragraph 6.19
Concerns raised about construction congestion and parking	A Construction Logistics Plan would be secured by condition to ensure that congestion and parking of construction traffic would be controlled.

<i>Other</i>	
Impact upon trees in the conservation area	The development has been amended to ensure that no trees are lost as result of the proposal. The Council's Tree Officer is satisfied with the proposal. Refer to paragraph 6.22.

## 5 RELEVANT PLANNING POLICIES AND GUIDANCE

- 5.1 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.
- 5.2 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 1: Achieving sustainable development
  - Section 4: Promoting sustainable transport
  - Section 6: Delivering a wide choice of quality homes
  - Section 7: Requiring good design
  - Section 9: Promoting sustainable transport
  - Section 10: Meeting the challenge of climate change, flooding and coastal change
- 5.3 The main policy considerations raised by the application that the Committee are required to consider are:
- 5.4 Consolidated London Plan 2015 (LP):
- 3.3 Increasing housing supply
  - 3.4 Optimising housing potential
  - 3.5 Quality and design of housing developments
  - 3.8 Housing Choice
  - 3.9 Mixed and balanced communities
  - 5.2 Minimising carbon dioxide emissions
  - 5.3 Sustainable design
  - 5.12 Flood risk management
  - 5.13 Sustainable drainage
  - 5.14 Water quality and wastewater infrastructure
  - 5.17 Waste capacity
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling

- 6.13 Parking
- 7.4 Local character
- 7.6 Architecture

#### 5.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP2 Homes
- SP2.3 Choice of homes
- SP2.5 Mix of homes
- SP2.6 Quality and standards
- SP4 Urban Design and Local character
- SP4.1 High quality development
- SP6 Environment and climate change
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.6 Sustainable design and construction
- SP8.3 Making full use of public transport
- SP8.13 Electric charging infrastructure
- SP8.15 Parking

#### 5.6 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
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscaping
- UD15 Refuse and recycling storage
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- T2 Traffic Generation from Development
- T4 Cycling
- T8 & T9 Parking
- T11 Road safety
- H2 Supply of new housing
- UD9 & H10 Residential density

#### 5.7 CLP1.1 & CLP2

- 5.8 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. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council consulted on these modification during the period 29 August – 10 October 2017.
- 5.9 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is

dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have now been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted and the Inspector would not ask for consultation on Main Modifications if he was going to find the whole Plan unsound. However, none of the policies that can be afforded significant weight would have a bearing on the proposal to the extent they would lead to a different recommendation. The other policies that are subject to further consultation through the Main Modifications do not outweigh the adopted policies listed here and therefore, do not lead to a different recommendation.

5.10 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Conservation Area General Guidance SPD 2013
- East India Estate Conservation Area Appraisal and Management Plan SPD 2014

## **6 MATERIAL PLANNING CONSIDERATIONS**

6.1 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. Trees and landscaping
7. Archaeology
8. Sustainability, flood risk and drainage

### **Principle of development**

6.2 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development. In line with the principles of Chapter 6 of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policy SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life in line and Policy H2 of the Croydon Unitary Development Plan in supplying new housing.

6.3 Policy H7 of the Unitary Development Plan seeks to protect the loss of small family dwelling houses within the borough by applying a floor area threshold below which a conversion into flats would be unacceptable. 6 Ashburton Road is a large dwelling and significantly exceeds this 130 sq. metre threshold and therefore Policy H7 does not apply. On this basis its conversion into smaller self-contained residential units is acceptable in principle. Nevertheless, it is still essential for the development to be considered acceptable, the proposal must respect the character of the existing residential area and not harm residential amenity.

## **Townscape and visual impact on the East India Estate Conservation Area**

- 6.4 The application site forms one half of a pair of near identical Edwardian detached dwellings (with 4 Ashburton Road immediately adjacent to the east of the site). The pair are identified as making a positive contribution to the conservation area on the basis of their heritage value as a grouping of Edwardian properties. The Conservation Area Appraisal and Management Plan specifically raises 'alterations to individual buildings disrupting consistency of architectural groupings' as a threat to the heritage value of the conservation area as a whole.
- 6.5 The proposal is for a single storey side and rear extension that 'wraps around' the rear of the existing detached garage and rear of the dwelling. This design approach would be successful in facilitating the conversion of the property but crucially, would maintain the appearance of the front elevation and therefore, the important relationship with the other half of the semi-detached pair. The proposed palette of materials would ensure that there is a suitable distinction between the existing built form and proposed extension. The use timber cladding would help to soften the appearance of the extension. Whilst the development would result in an area of flat roof, it is considered that given the importance of the separation between 4 and 6 Ashburton Road, a flat roof approach would achieve the requirement to limit the height and effect of the proposed extension. The existing garage, which is crucial in the relationship with 6 Ashburton Road would be maintained and reutilised as habitable accommodation and the use of 'mews style' garage doors would help maintain the appearance of the garage and would help preserve the character of the conservation area.
- 6.6 Overall it is considered that the extension would be an appropriate addition to the existing building and would not harm the character or setting of the conservation area. It is recommended that a condition requiring the samples of all facing materials be submitted; especially the timber cladding.
- 6.7 The proposal does not seek to make any changes to the property's frontage and the proposed two car parking spaces would be accommodated within the existing hardstanding area and accessed via the existing dropped kerbs.
- 6.8 Representations have raised concern over the intensification of the site and overdevelopment. However, it is considered that a site of this size can comfortably accommodate the number of units. Higher densities of development are supported in view of the relatively high PTAL level (PTAL 4). It is not appropriate to apply the density range mechanistically, as the density ranges are broad, thereby enabling consideration of other factors such as local context, design and transport capacity. In this instance, the site is situated within a conservation area and therefore the density of the proposal is considered appropriate.
- 6.9 The application site is a substantial plot within an established residential area and the scale and massing of the new extension will generally be in keeping with the overall scale of development found in the immediate area and the layout of the development respects the pattern and rhythm of neighbouring area. It would result in a high quality design and would not be harmful to the character of the East India Estate Conservation Area or the important relationship with the neighbouring property.
- 6.10 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **Residential amenity of adjoining occupiers**

- 6.11 In terms of the proposal the properties that are most affected adjoining properties at 4 Ashburton Road and the flats in Fairhaven Court.
- 6.12 Whilst the proposed single storey extension would extend beyond the rear building line of 4 Ashburton Road, it is considered that the separation distance between the part of the extension that would project beyond the rear of the property and the boundary would ensure that it would not have an unacceptable impact in relation to overshadowing or be detrimental to visual amenity. Similarly, whilst the single storey extension to the rear of the garage would have an impact upon a side facing window in the ground floor at 4 Ashburton Road, it is considered that given the presence of the existing garage, boundary treatment and the minimal height of the proposed extension this impact would not be sufficiently harmful to warrant refusal of the application. The impact on Fairhaven Court is mitigated to acceptable levels given the significant distance between the neighbouring properties and the built form on the application site.
- 6.13 Whilst it is accepted that the development will result in an intensification in the use of the site, given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site.

### **Residential amenity of future occupiers**

- 6.14 The proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all units are in excess of the minimum GIA requirements as set out in the NDSS, as highlighted in the following table:

<b>UNIT</b>	<b>BEDROOMS</b>	<b>GIA (SQM)</b>	<b>NDSS REQUIREMENT (GIA)</b>
1	1	50	50
2	1	50	50
3	1	50	50
4	3	112	93

- 6.15 The internal layouts would be acceptable with adequate room sizes and a large open plan living, kitchen and dining area. Whilst a double bedroom in Flat 3 and a single bedroom in Flat 4 would fail to meet the standards set out in the Technical Housing Standards, these failures are minimal and given that the development involves a conversion of an existing property with some historic/architectural interest, it is considered the marginal failure to meet the standard is preferable to increasing the size of the built form or modification of existing built fabric.
- 6.16 In terms of external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings with the requirement increasing by 1 sqm per additional occupant. Each unit is provided with required level of amenity space either in the rear garden or as a first floor terrace.

- 6.17 The proposal is considered to result in a high quality development offering a variety of housing types all with adequate amenities and a good standard of accommodation for future occupiers.

### **Highways and transport**

- 6.18 The site is located within an area of good public transport accessibility (PTAL level 4 on a scale of 1a-6b where 6b is the most accessible). The site is well located for bus routes and in close proximity to the Sandilands Tram Stop.
- 6.19 A total of two car parking spaces are proposed (the proposal has been amended to reduce the number of car parking space as the number of flats proposed has also decreased). Whilst local residents have raised concerns about the number of parking spaces adding to parking pressure in the surrounding streets, planning policies encourage sustainable forms of transport and positively seek to restrict off street parking. The number of parking spaces for this development is considered acceptable given the accessibility of the site.
- 6.20 One electric vehicle charging point is required for the proposal to accord with the standards set out in the London Plan. Given the location of the application site in the East India Estate Conservation Area, full details of the electric vehicle charging point will be sought by condition to ensure that it does not cause harm to the conservation area.
- 6.21 Whilst no details on cycle storage have been provided, however, it is considered that sufficient space exists within the rear of the site to accommodate the 5 spaces that are required to comply with the London Plan requirements. Similarly, whilst the bin storage area would be located at the rear of the application and is outside of the 20 metres from the highway, refuse storage to the rear would reduce the effect on the character and appearance of the conservation area and subject to a refuse management plan being submitted, this arrangement is considered acceptable.

### **Trees and landscaping**

- 6.22 The proposal would not result in the loss any trees and the Council's Tree Officer has reviewed the proposal and is satisfied with the works proposed. A scheme for hard and soft landscaping will be secured by condition and will provide some mitigation for the loss of the existing trees/shrubs.
- 6.23 The application site is not near an area of special scientific interest or a site of nature conservation value. With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### **Flood risk**

- 6.24 The site falls within an area at risk of surface water flooding. Given the scale of the proposed development, officers are satisfied that these issues can be dealt with by a condition securing the installation of a water butt to capture any surface water runoff.

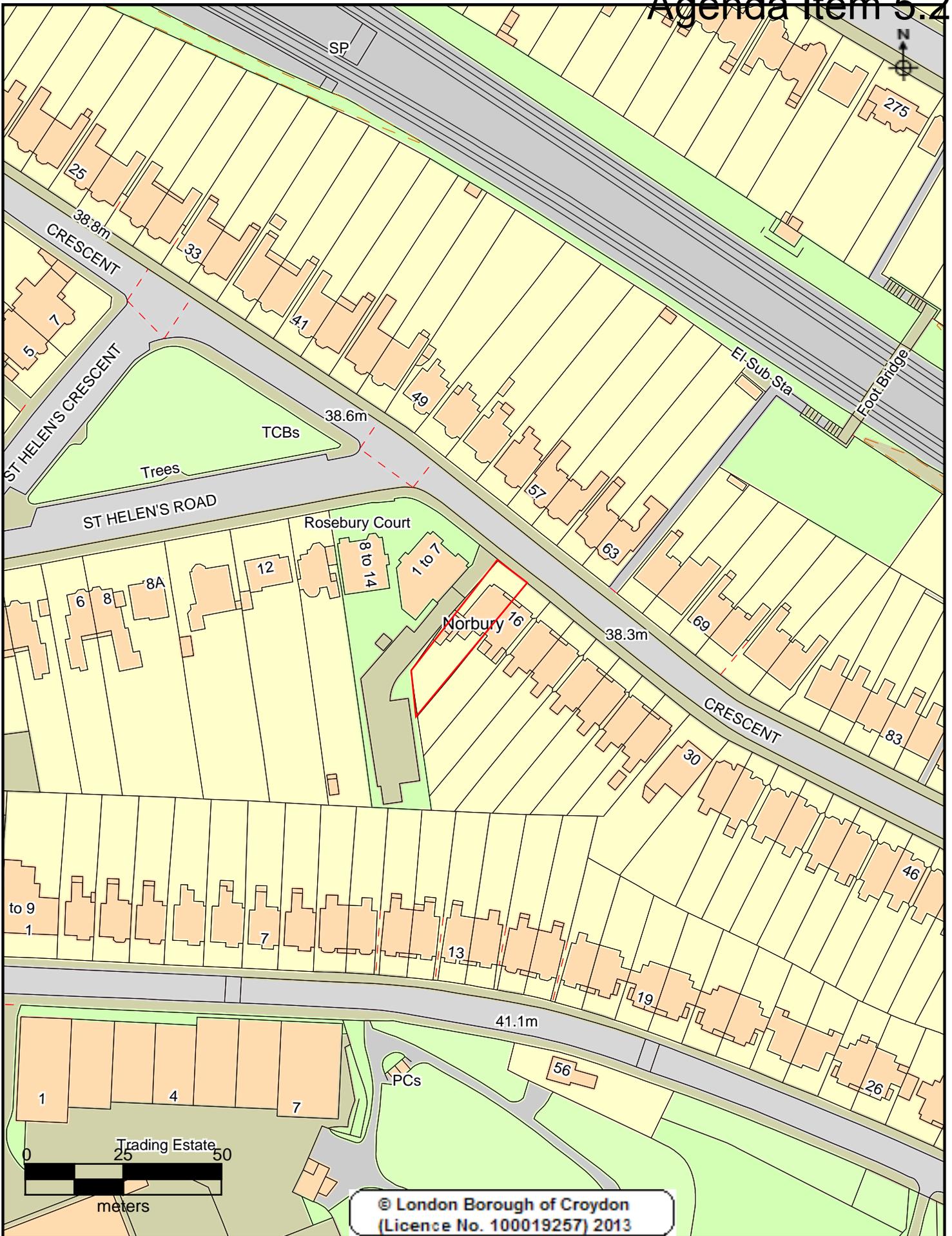
### **Other Planning Issues**

- 6.25 Several consultation responses raised concerns relating to stress on local services which they argued would be worsened through the proposed development. As part of

the planning process, certain types of development are liable for a Community Infrastructure Levy which is charged against new floor space. This development would be liable for CIL payments for the Council's CIL and Mayoral CIL. The payment would contribute to maintaining local services such as education facilities, health care facilities, public open space, sports and leisure and community facilities as well as transport links through the Mayoral CIL.

### **Conclusions**

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



**PART 5: Planning Applications for Decision**

**Item 5.2**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: [17/03005/FUL](#) (*link to associated documents on Planning Register*)  
 Location: 14 Norbury Crescent  
 Ward: Norbury  
 Description: Alterations, Retention of single storey rear extension and change of use from 5 rooms C4 Houses in multiple occupation to 9 rooms HMO, Provision of associated refuse storage and cycle 000000000000storage (amended description)  
 Drawing Nos: 1702-DRG-PLN-01 Rev 04  
 Applicant: Michael Gerrard, Norbury Property Ltd  
 Agent: Mr Kapilan Manoharan  
 Case Officer: Dean Gibson

Type : HMO	Number of rooms	Number of persons
1 Bed	9	9 (1 per room)
Total	9	9 in total

Number of car parking spaces	Number of cycle parking spaces
0	7

1.1 This application is being reported to Planning Sub-Committee because the Love Norbury Group of Residents Associations have objected to the application and in accordance with the Committee Consideration Criteria has requested it be referred for consideration by the Planning Committee.

**2 RECOMMENDATION**

That the Planning Sub-Committee resolve to GRANT planning permission subject to the Director of Planning and Strategic Transport having 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) Maximum number of residents to be 9 persons only.
- 3) Within 2 months of date of planning permission submission of following details to local planning authority for approval a) refuse enclosure appearance, b) cycle storage enclosure. Once approved items to be implemented within 2 months of the date of approval and retained as such thereafter.
- 4) Roof of extension not to be as terrace/sitting out area.
- 5) Provision of Section 278 highways agreement to re-instate dropped kerb to full kerb outside 14 Norbury Crescent (Grampian Condition).

- 6) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **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

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The proposal is for the retention of the existing 9 bedroom HMO accommodation accommodating a maximum of 9 residents. It is also for the retention of a single storey rear extension of 3 metres in depth which has been erected to increase the size of bedroom 2 on the ground floor. It is formed of matching materials to the house. The existing off-street car parking space on the forecourt is not in use and it is proposed that the existing crossover onto the site would be removed and the full kerb re-instated. Refuse storage and cycle storage enclosures would be provided to the side of the building.

### **Site and Surroundings**

- 3.2 The site consists of a large two storey end of terrace house in use as an HMO, situated on the south-western side of Norbury Crescent. The house also has rooms in the roofspace. The rear elevation has a two storey rear wing. It also has single storey rear wing and a single storey rear extension – the latter is subject to this application. The site has hardstanding forecourt and side access. Part of the side access is covered by a lean-to structure. There is a vehicle access from the road, although the forecourt does not appear to be used for off-street parking. The site has a landscaped rear garden.
- 3.3 The site is in a residential location and area of High Density. It is adjacent to the St. Helen's Road Local Area of Special Character and is approximately 2 minutes walk from Norbury District Centre.
- 3.4 Norbury Crescent is classified as a Local Distributor Road, which is heavily parked on the street. The road is served by the 50 bus route – running from Croydon to Streatham. There are also bus routes on nearby London Road. The site is approximately 5 minutes walk from Norbury train station.

### **The Planning History**

- 3.5 17/02458/PRE – Use as 9 bedroom HMO/Rear single storey extension.

- 3.6 17/00896/FUL – Refused planning permission for use as house in multiple occupation with 9 rooms (with potentially 15 residents) involving the erection of single storey rear extension.

Reason for refusal: The proposed use would constitute an over-intensification of the site, evidenced by layout, number of rooms and likely number of occupants as evidenced by the number of bed spaces shown on the plans, would have an adverse impact on neighbouring amenity due to increased activity and general noise and disturbance and the lack of an acceptable refuse storage arrangement.

- 3.7 17/00135/COU – Enforcement investigation – change of use to HMO.

#### **4 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 4.1 Prior to having 9 bedrooms, the property was previously in use as a small HMO (i.e. less than 6 persons). The continuing use of the house as a HMO 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 Norbury Crescent. The siting and massing of the extension ensures that no that no adverse loss of privacy, outlook, loss of light or visual intrusion occurs to adjacent residential occupiers.
- 4.3 The development does not have any adverse effect on the visual integrity of the adjacent Local Area of Special Character.
- 4.4 The low provision of off-street parking would be acceptable I view of the close proximity to local services. And public transport. 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.
- 6.2 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: 1      Objecting: 1      Supporting: 0

- 6.3 The Representation was from the following local group :

- Love Norbury Group of Residents Associations

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

<b>Summary of objections</b>	<b>Response</b>
<p>HMO Use / Standard of Accommodation</p> <p>Overprovision of small housing units contrary to policy.</p> <p>Ambiguous number of residents.</p> <p>2 of the units would be self-contained (i.e. having personal cooking/washing facilities).</p> <p>Query about accuracy of some room sizes. Rooms 4, 7, and 8.</p> <p>Poor ventilation to Room 2 and poor window sizes for Rooms 3 and 9.</p> <p>Access to shared toilet on 2<sup>nd</sup> floor is through shared kitchen.</p> <p>Personal washing/heating/tap-water facilities are not shown on the plans.</p>	<p>Policy does have any specific threshold for the amount of small housing resulting from HMO's.</p> <p>The proposal shows 9 rooms with single beds. A condition restricting the maximum number of occupiers to 9 persons is recommended.</p> <p>Amended plans received to address this issue.</p> <p>Room sizes checked on site and current plans are reliable. The shortfalls of the rooms sizes 4, 7, and 8 are minimal and do not adversely affect the overall layout/living standards of the rooms.</p> <p>The ventilation and window arrangement is acceptable and do not adversely affect the overall layout/living standards of the rooms.</p> <p>The toilet has a door and its own hand-wash basin.</p> <p>All the rooms have personal washing/heating, tap-water facilities.</p>
<b>Traffic / Parking</b>	
<p>Increased parking stress</p>	<p>The site is within a short walking distance of Norbury District Centre and its shops and services.</p> <p>The re-instatement of the full height kerb on Norbury Crescent will provide an additional on-street parking space.</p> <p>This part of Norbury Crescent is subject to local parking controls – yellow lines.</p>

	The site is well served by public transport and covered cycle storage is proposed on site.
<b>Refuse Storage</b>	
Poor siting of refuse storage on forecourt.	Refuse storage is currently sited at front of forecourt. Covered refuse storage is proposed to be sited to the side of the building. Details and provision of the refuse storage enclosure can be secured by condition.
<b>Inaccurate Information / Plans</b>	
Extension already in place.	The description of development advertised in site notices publicising the application referred to the 'retention' of the extension.

## 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
- 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
- UC5 Local Areas of Special Character
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- T2 Traffic Generation from Development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing
- H8 Conversions to Non-Self Contained Dwellings

#### 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. All valid representations were considered by the Independent Planning Inspector at examination, which was held in Spring 2017. The Policies therein can be given some limited 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:

- SPD2 – Residential Extensions and Alterations
- St Helen’s Road Local Area of Special Character

## **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.

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; would not have a significantly adverse effect on the residential environment or the availability of local services and would provide adequate amenity for residents and neighbours. The principle of the development of the site is therefore considered acceptable.

### **Townscape and visual impact and consideration of density**

8.3 The previously refused application (LBC Ref 17/00895/FUL) would have potentially led to there being 15 people in 9 bedrooms (as double beds were shown in 6 bedrooms). However, the current application shows that each bedroom is single occupancy (a walkthrough the site has confirmed this matter) and so would accommodate a maximum 9 residents.

8.4 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 4 a density range between 200-700 habitable rooms per hectare would apply. The proposed development delivers a net residential density of 204 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 development responds well to local context, provides open space and does not adversely impact upon local transport capacity. As such the density is supported.

8.5 The rear extension is 3 metres in depth and is connected to the end of the existing two storey rear wing. The 3 metre depth of the extension complies with the design

guidance of the Supplementary Planning Document No.2 on Residential Extensions and Alterations. It is proportionate and in scale with the existing building. It is finished in white render to match the white painted rear single storey wing. It has a white Upvc window and door. The rear extension is not visible from the street and so does not adversely affect the visual amenity of the adjacent St Helen's Road Local Area of Special Character.

- 8.6 Overall the extension to the property is in keeping with the characteristics of the site and has no detrimental effect on the visual amenity of the local area.

### **Housing Quality for future occupiers**

- 8.7 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.
- 8.8 A total of 9 bedrooms are in situ and based on the layout the HMO is able to accommodate a maximum of 9 persons. Each bedroom would provide acceptable HMO accommodation. All of the bedrooms have acceptable outlooks. The bedrooms in the roof are served by full height windows. There are two shared kitchens, 2 shared bathrooms (with toilets), and 1 shared toilet. Three of the bedrooms also have en-suite toilet/bathrooms. Each occupant would be within one floor of a shared bathroom area and shared kitchen area. Utility rooms provide space for storage.
- 8.9 The property already benefits from a HMO licence and has adequate fire safety protection in accordance with HMO licensing requirements. However, it would be prudent to re-iterate the importance of fire safety. This matter can be addressed through use of an informative.
- 8.10 Overall the standard of accommodation is high standard for HMO accommodation and the rooms are well furnished.

### **Residential Amenity for Neighbours**

- 8.11 The SPD2 recommends that rear single storey extensions on terraced houses should not project more than 3 metres beyond neighbouring properties. The rear extension complies with that guidance. The extension does not result in any adverse effects on the amenity of adjacent residential occupiers at 16 Norbury Crescent.
- 8.12 The maximum number of residents within the HMO would be restricted to 9 persons and this matter can be secured by condition.
- 8.13 Overall, the restriction with regard to the number of residents would provide protection against anti-social behaviour etc for adjacent and nearby residents.

### **Transport**

- 8.14 The site is in an area with a PTAL of 4, which is a good rating for accessibility to public transport.

8.15 Cycle storage for 7 cycles is proposed. This would be acceptable and details of the appearance of the enclosure could be secured by condition.

### **Sustainability**

8.16 As a conversion to an HMO the development is not subject to any specific sustainable development measures.

### **Environmental Issues**

#### Water Resources and Flood Risk

8.17 The connection to existing drainage systems would be maintained.

## **9 OTHER PLANNING ISSUES**

### Refuse storage

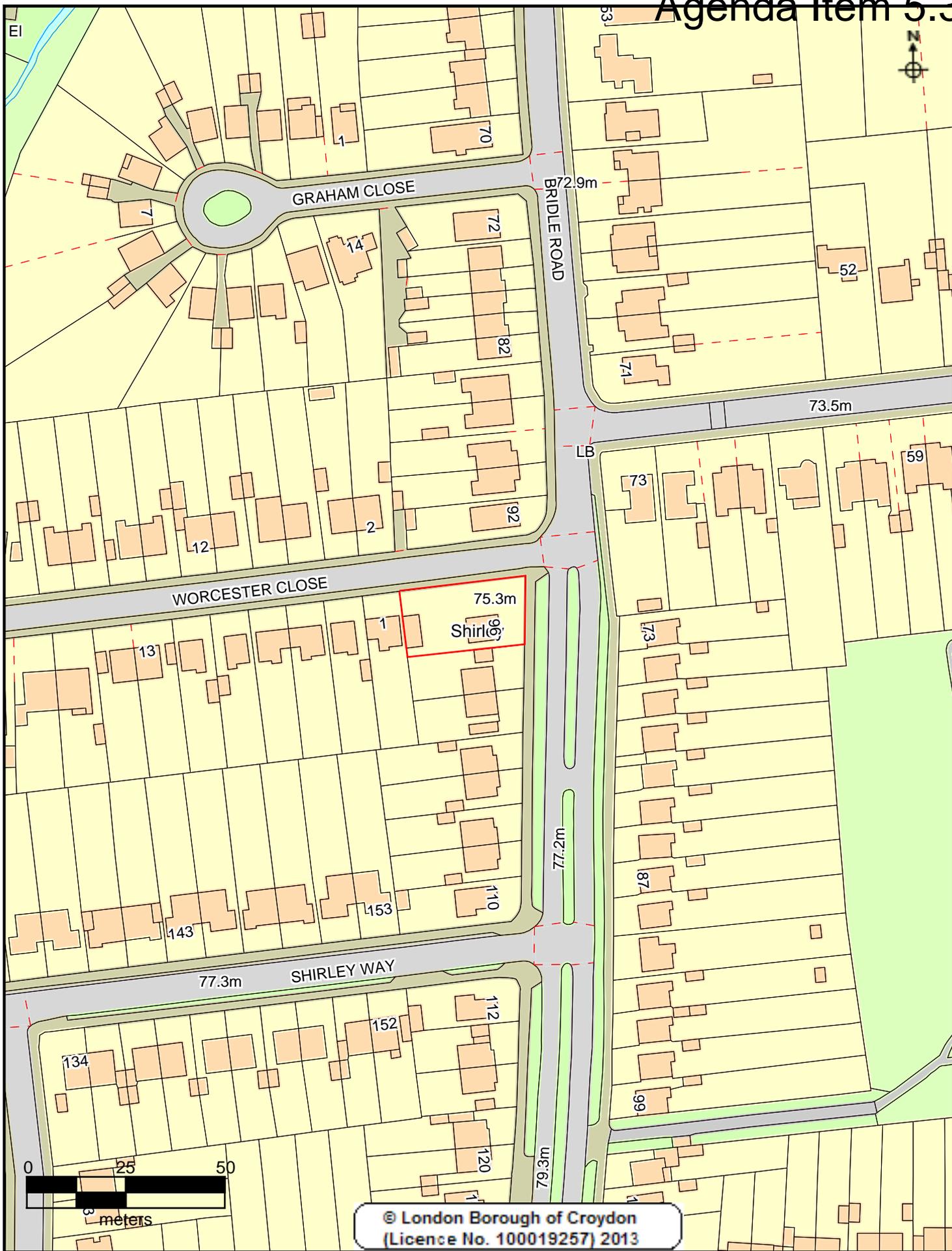
9.1 Refuse storage is currently to the front of the forecourt – arranged in an-hoc fashion. It is proposed to site the refuse storage in a purpose built enclosure to the side of the building. This would be acceptable and the appearance of the enclosure could be secured by condition.

### Security

9.3 In terms of security, the development would increase natural surveillance of the adjacent properties.

### **Conclusions**

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



**PART 5: Planning Applications for Decision**

**Item 5.3**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: [17/03384/FUL](#) (link to associated documents on Planning Register)  
 Location: 96 Bridle Road, Croydon, CR0 8HF  
 Ward: Shirley  
 Description: Erection of an attached two storey 4 bedroom dwellinghouse (including accommodation in the roofspace) with associated parking, bin store, cycle stores and landscaping  
 Drawing Nos: 17176/01, 17176/02, 17176/03, 17176/04, 17176/06, 17176/07, 17176/08 Rev A, 17176/09, 17176/10, 17176/11, 17176/12, 17176/13  
 Applicant: Mr J Taylor  
 Agent: Mr W Pierson of PD Planning UK Ltd  
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed	4 bed
<b>Houses</b>				1

Number of car parking spaces	Number of cycle parking spaces
2	3

1.1 This application is being reported to Planning Sub-Committee because objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Sub-Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

- 1. In accordance with the approved plans
- 2. Details of refuse/cycle stores and visibility splays to be approved
- 3. External facing materials to be approved
- 4. Hard and soft landscaping to be approved (to incorporate SuDS)
- 5. Water usage off 110L per head per day and 19% carbon dioxide reduction
- 6. Removal of permitted development rights
- 7. Commence within 3 years
- 8. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

**Informatives**

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Code of practise for construction sites

- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

### **3.0 PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

3.1 The applicant seeks full planning permission for the following:

- Erection of an attached two storey four bedroom house
- Associated parking accessed via Bridle Road and Worcester Close
- Refuse and cycle store to host and new property
- Associated hard and soft landscaping

#### **Site and Surroundings**

- 3.2 The application site lies on the western side of the Bridle Road and is currently occupied by a two storey inter war detached property. The property is currently undergoing redevelopment that is substantially completed and which appears in accordance with the lawful development certificate granted in 2017 (see Paragraph 3.7).
- 3.3 The surrounding area is residential in character and comprises two storey semi-detached and detached properties of the same period. There is no defined character of end properties or indeed the plot widths at road junctions.
- 3.4 The application site lies within an area at risk of surface water flooding and an archaeological priority zone as identified by the Croydon Plan.

#### **Planning History**

3.5 The following planning decisions are relevant to the application:

3.6 17/01638/HSE: erection of single storey side/rear extension  
Approved but Not Implemented

3.7 17/00742/LP: Application for a lawful development certificate (proposed) for the erection of two storey rear extension and gable end roof extension with dormer extension in rear roof slope  
Approved and implemented

3.8 16/02945/P: erection of two storey four bedroom detached house with accommodation in roofspace  
Application Withdrawn

3.9 16/02860/P: erection of gable end roof extensions and dormer extension in rear roof slope and single storey rear extension.  
Application Withdrawn

#### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of the development is acceptable given the residential character of this part of Shirley.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards
- The highway impact upon Bridle Road and Worcester Close is considered acceptable
- Sustainability and flooding aspects can be controlled by condition

#### **5.0 CONSULTATION RESPONSE**

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

#### **6.0 LOCAL REPRESENTATION**

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

No of individual responses: 21      Objecting: 21      Supporting: 0

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

- Noise and general disturbance
- Out of character/corner plot widths
- Visual intrusion
- Over development
- Parking congestion
- Poor design/ugly
- Loss of privacy
- Vehicular crossovers danger to safety of Bridle Road
- Loss of greenery

6.3 The following comments have been received but are not material to the determination of this application:

- Failure to comply with covenants
- Drainage/sewage issues
- Loss of view
- Damage to party wall

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

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

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards

- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

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

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

#### 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

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

### **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

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

## **Principle of development**

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

## **Townscape and visual impact.**

- 8.3 The attached dwelling would be sited to the northern side of 96 Bridle Road and would follow the host property's two storey scale and massing sharing identical architectural detailing. The northern flank wall of the new dwelling would be sited 3 metres to the boundary with vehicular access from both Bridle Road and Worcester Close. The rear garden would be of a comparable size to the host property and that of the surrounding properties.
- 8.4 Representations have raised concerns in respect of the developments impact upon the character of the surrounding area namely the reduction in the width of the plot. There is a variety of housing types, sizes and plot widths at all road junctions within the vicinity. It is acknowledged that the northern flank wall of the new dwelling would extend beyond the front building line of Worcester Close. However, the siting of the new dwelling would not be detrimental to the wider character due to the varied development pattern of the immediate area. The siting of the dwelling to the northern boundary and a separation distance of 11 metres between the rear of the new dwelling and the flank wall of 1 Worcester Close would negate any perceived dominance. For these reasons the principle of the sub-division of the plot is not considered to result in material harm to the character and appearance of the surrounding area.
- 8.5 It is acknowledged that the design of the new dwelling takes its key from the extensions to the host property. These extensions have been carried out under permitted development (a Lawful Development Certificate was granted earlier this year). Given that these properties would form a pair of semi-detached properties at the road junction it is considered that such an approach is considered acceptable on balance. The alternative option to limit the size of the new dwelling would in effect make the extension to 96 Bridle Road appear unduly incongruous. The LPA are not convinced that a refusal on this basis could be justified on appeal and therefore the design solution is accepted.

## **Housing quality for future occupiers**

- 8.6 The new dwelling would comply with internal dimensions required by the Nationally Described Space Standards and provide an acceptable standard of residential accommodation.
- 8.7 The new dwelling would have a good level of outlook with access to private amenity space and two parking spaces.
- 8.8 The development is considered to result in a quality development for future occupiers and is considered acceptable.

## **Residential amenity for neighbours**

- 8.9 The new dwelling would be sited 11 metres from the flank wall of 1 Worcester Close at ground floor and 13 metres at first floor level. Given the siting in relation to the new dwelling the outlook from the development would be directly onto the flank wall of No1. This relationship has already been established by the host property. The separation distance varying between 11 and 13 metres would ensure that the development would not appear visually intrusive. The development is therefore not considered to harm the residential amenities of 1 Worcester Close and would comply the policies sited above.
- 8.10 The new dwelling would have the same footprint and form as the host property and as such the proposal would not impact upon the residential amenities of 96 Bridle Road.
- 8.11 No other properties are not considered to be affected by the development and the proposal is considered acceptable in this regard.

## **Transport**

- 8.12 The application site lies within an area with a PTAL rating of 2 and has poor access to the public transport although bus routes 194 and 198 are less than a one minute walk from the site. Two parking spaces are provided with one located to the rear and accessed from an existing crossover within Worcester Close. Additional parking is proposed towards the front of the property and while this forms part of the application planning permission is not required to drop the kerb along Bridle Road (although this does not negate the need for consent from the highway authority). The provision of two parking spaces is therefore considered acceptable given the nature of the dwelling and the sites PTAL rating.
- 8.13 While representations have raised concerns over parking stress or congestion adequate parking provision is provided within the application site. Adequate space is provided for vehicles in the front to turn within the site and exit in a forward gear while pedestrian visibility splays could be secured through condition. The rear access as is existing.
- 8.14 Cycle and refuse stores would comply with the London Plan standards and are appropriately sited.

## **Sustainability**

- 8.15 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.
- 8.16 The site lies within a surface water flood risk area as identified by the Croydon flood maps. The submission commits to permeable paving, high quality soft landscaping that takes into account the need to absorb rainwater and the incorporation of rainwater harvesting, tanks and for water butts. These details would be secured through condition.

## **Other Planning Issues**

- 8.17 Representations have raised concerns in respect of impact upon local infrastructure such as sewers and drains although no evidence has been provided to demonstrate that the proposal would prejudice the existing sewage or drain network. There is a

requirement on utility services to make necessary provisions outside the planning process.

### **Conclusions**

- 8.18 The proposal would result in the redevelopment of the site which would provide 1 additional family home in the borough. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured via condition.
- 8.19 All other relevant policies and considerations, including equalities, have been taken into account.

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