

1.0 APPLICATION DETAILS

Ref: 21/05085/FUL
Location: 172A Selsdon Road, South Croydon, CR2 6PJ
Ward: South Croydon
Description: Alterations, erection of an additional storey to provide 1 flat and associated refuse and cycle storage
Drawing Nos: P9/001 Rev C, P9/002 Rev B, P9/003, P9/004, P9/005, P9/006 Rev C, P9/007 Rev C, P9/008 Rev C, P9/009 Rev C, P9/010 Rev C, P9/011 Rev C
Agent: Sterling Rose
Applicant: Sterling Rose
Case Officer: Victoria Bates

1.1 This application is being reported to Planning Sub Committee in accordance with the following committee consideration criteria:

- The Ward Councillor (Cllr Maria Gatland) made representations in accordance with the Committee Consideration Criteria and requested committee consideration

2.0 RECOMMENDATION

2.1 That the Planning Sub Committee resolve to GRANT planning permission.

2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Commencement time limit of 3 years
2. Development carried out in accordance with approved drawings and reports

Compliance

3. Refuse and recycling details
4. Materials as specified
5. Compliance with Fire Strategy Statement
6. Energy and water efficiency requirements
7. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

Informatives

1. Community Infrastructure Levy
2. Code of practice for Construction Sites

3. Compliance with Building/Fire Regulations
4. Construction Logistics Informative
5. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application seeks planning permission for alterations, erection of an additional storey to provide a 1 bedroom, 2 person flat and associated refuse and cycle storage.
- 3.2 The alterations would involve replacement of UPVC windows with aluminium.
- 3.3 The 1 bedroom, 2 person flat would be accessed from second floor with the living room, double bedroom and bathroom at entrance level, with kitchen/dining room within the roof space and a terrace to the rear within a part open rear roof dormer extension.
- 3.4 The cycle storage would be provided in an enclosed store at the rear of the site. The refuse storage for the new unit would be provided at the front of the site.

Amendments

- 3.5 Throughout the course of the application, amendments were submitted which were re-consulted on for a period of 14 days. These were amendments to simplify the design to extrude the existing building upwards, as opposed to the previous contemporary design with pitched roof, new bay feature and extensive brickwork.

Site and Surroundings

- 3.6 The application site is located on the western side of Selsdon Road. It is occupied by a two-storey property, with a single storey rear extension. The site is within an Archaeological Priority Area and Critical Drainage Area.



Figure 1 – front of site with adjoining premises

- 3.7 The site was formerly in use as offices but has been converted to four flats under 21/05000/GPDO. This permission has been implemented and is substantially complete.

Planning History

- 3.8 21/06100/DISC - Discharge of condition 3 (Refuse and Cycle Parking) attached to permission 21/05000/GPDO for Change of use from Class E to Class C3 to provide 4 self-contained flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) – Approved
- 3.9 21/05000/GPDO - Change of use from Class E to Class C3 to provide 4 self-contained flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) – Prior approval approved and implemented
- 3.10 20/04331/OUT - Demolition of existing buildings and erection of 2 new part 2 storey, part 3 storey buildings containing 1 x 3 bed, 3 x 2 bed and 2 x 1 bed apartments with a disabled parking space accessed off Helder Street – Permission refused
- 3.11 19/03893/GPDO - Change of use of ground and first floors (Use Class B1 - office) to residential use (Use Class C3 - dwelling), to comprise of 3 residential units with associated parking, cycling and refuse storage facilities. – Prior approval granted – Not implemented
- 3.12 01/01092/P – Use of part of ground floor for purposes within class B1 (business) - Permission granted

- 3.13 84/02714/P - Erection of two storey front extension to provide garage /store with offices over – Permission granted

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable;
- The quality of accommodation is acceptable for future residents;
- The design and appearance of the development is an acceptable quality, and it is not considered that it would harm the character of the surrounding area;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATIONS

LOCAL REPRESENTATION

- 5.1 The application was publicised by letters of notification to neighbouring properties. The number of representations received in response to the notification of the application are as follows:

No of individual responses: 11; Objecting: 11; Supporting: 0

- 5.2 Two of the eleven representations were received outside of the re-consultation period.

- 5.3 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.

Objection	Officer comment
<i>Character and design</i>	
Obtrusive by design	Acknowledged and addressed in paragraphs 7.6 – 7.11 of this report
Over development	
Not in keeping with the area	
<i>Impacts on neighbouring amenity</i>	
Overlooking	Acknowledged and addressed in paragraphs 7.15-7.20 of this report
Loss of light	
Overbearing	
Loss of privacy	A construction logistics and management plan condition would be imposed. Construction works cannot take place out of permitted hours as outlined on the Council's website. The construction process would need to comply with environmental health legislation.
Noise from construction	
<i>Transport and highways impacts</i>	

Traffic	Acknowledged and addressed in paragraphs 7.21-7.24 of this report
Inadequate car parking	
Increased stress on street	
<i>Flooding</i>	
Increased flood risk	The proposal would not increase the footprint of the building
<i>Other matters</i>	
Lack of family homes	This is not required for an application for 1 dwelling
Change of use from office to residential	This does not form part of this application.
Construction has already commenced	Work has been commenced on the conversion of the ground and first floor under the GPDO approval. Works have not been commenced on this application.

5.4 Councillor Gatland referred the application on the following grounds, noting her comments were unchanged following amendments to the design of the building:

- Over development
- Overly dominant building
- Harm to amenities of neighbours
- Design of jarring and over dominant
- Would not enhance the local character of the area

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). 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.

6.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D11 Safety, security and resistance to emergency

- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S13 Energy infrastructure
- S15 Water infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019) – officer’s note Mayor Perry’s intention to revoke this guidance, but the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as this scheme
- London Housing SPG (Mayor of London, 2016)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and the impact on the character of the area
- Quality of accommodation for future occupiers
- Residential amenity for neighbours
- Transport
- Refuse storage
- Other planning considerations
- Conclusion

Principle of development

7.2 The London Plan (LP) and the National Planning Policy Framework (NPPF) place significant weight on housing delivery and focus on the roles that intensification and small sites can play in resolving the current housing crisis.

7.3 Policy SP2.1 of the Croydon Local Plan (CLP) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites.

7.4 LP policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way. Policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs.

7.5 The proposal would result in a net gain of one dwelling on a site which is in residential use. This is an appropriate location for additional housing.

Design and impact on the character of the area

7.6 London Plan (2022) Policy D3 states that development should make a positive contribution to the local character and should incorporate the highest quality materials and design appropriate to its context. Policy SP4.1 and SP4.2 of the Croydon Local Plan (2018) states that the Council will require development to be of a high quality and be informed by the distinctive qualities, identity, topography and opportunities of the relevant places of Croydon. Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) The scale, height, massing and density; c) The appearance, existing materials and built and natural features of the surrounding area. The Suburban Design Guide SPD guidance on extensions and alterations to roofs (4.21) and extending upwards (4.22) are relevant to this assessment.

- 7.7 The proposed extension would replicate the floors below in its appearance and materials. It would respond to the character of the existing dwelling which is in accordance with DM10 of the Croydon Local Plan.
- 7.8 The proposal would increase the height of the building by a storey, maintaining the same materials and roof form at an increased height. The total height of the building would be increased by 3.6 metres (measured at the ridgeline), to the same height as 172 Seldon Road adjoining as shown below in Figure 2.

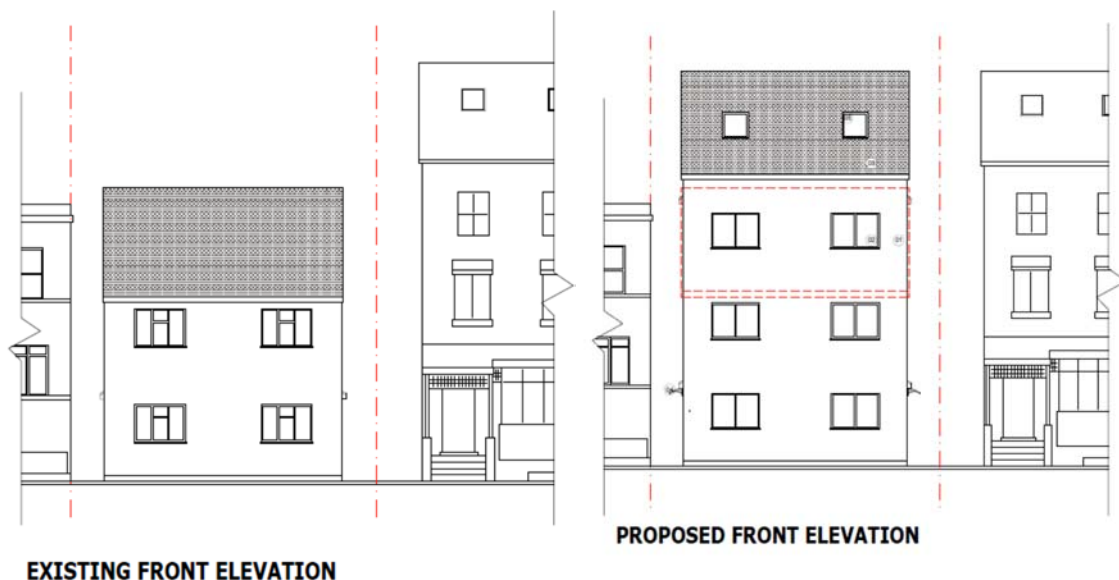


Figure 2: Existing and Proposed Elevations

- 7.9 At the rear, a recessed dormer is proposed which would be partially open to provide the new unit's external amenity space (part enclosed for the stairwell window). The dormer would measure two thirds of the width of the roof space which is in accordance with the Suburban Design Guide SPD guidance on roof extensions (Section 4.21). As such, it would not appear overly dominant.
- 7.10 Roof lights are proposed on the front elevation. These windows are minor in scale and would not be out of keeping with other properties on the street.
- 7.11 Overall, when taking all of the above into consideration, it is considered the scale, massing, positioning and architectural expression is acceptable.

Quality of accommodation for future occupiers

- 7.12 The proposed unit would comply with the internal dimensions required by Policy D6 of the London Plan (2021). It would be classed as a 1 bedroom 2 person unit over two storeys and would measure 64sqm which exceeds the requirement of 58sqm.
- 7.13 The unit would be dual aspect which would provide cross ventilation and good daylight. The upper floor kitchen/dining room would be served by rooflights in both the front and rear roof slopes, as well as an outlook through the doors onto the rear terrace.

- 7.14 With regard to external amenity space, Policy D6 of the London Plan (2021) states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. Private amenity space of 6.6m would be provided within the inset terrace.
- 7.15 Whilst the unit would not be step free, given the implemented prior approval for conversion of the building to residential, officers accept that the provision of a lift is unfeasible in this scenario.
- 7.16 London Plan policy D12A states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has demonstrated how fire safety has been considered and demonstrates that the highest standards of fire safety would be achieved.

Residential amenity for neighbours

- 7.17 Policy D6 of the London Plan (2021) indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10.6 of the Croydon Local Plan (2018) states that proposals for development should ensure that the amenity of the occupiers of adjoining buildings are protected.
- 7.18 The extension would have the same footprint as the existing first floor as shown in Figure 3. It would not exceed the rear building line, or the building line of either neighbouring property. The rear elevation would not exceed either property and as a result would not result in a loss of outlook, daylight or sunlight reaching the rear windows.

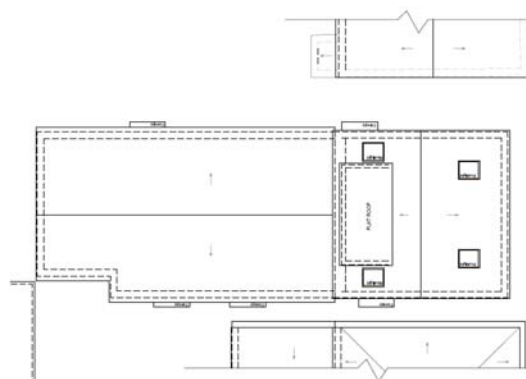


Figure 3: Proposed roof plan

- 7.19 The additional mass may cause a minimal increase in overshadowing over the rear garden of 172 Selsdon Road in the morning, but the increase in height is only 3.6 metres over the existing building which is unlikely to cause any significant harm.
- 7.20 There are windows at first and second floor in the side elevation of 172 Selsdon Road which are obscurely glazed and serving bathrooms. The Suburban Design Guide SPD states that daylight and sunlight studies will not normally be required where a neighbour's window directly faces onto or over an application site in a manner that is considered to be unneighbourly. These unneighbourly windows place undue restraints on the development, and as such the light and

outlook they receive will not receive significant protection. 174 Selsdon Road does not have any side facing windows.

- 7.21 A terrace is proposed in the rear roof slope, recessed into the roof. The terrace would be 10 metres above the neighbouring gardens and would face directly onto the application site itself. This would be sufficient to avoid direct overlooking and to protect the privacy of the users of neighbouring gardens.
- 7.22 In summary, due to the location of the additional massing above the existing footprint, the proposal would not cause significant harm to the amenities of neighbouring properties.

Transport

- 7.23 Policies T6.1 of the London Plan (2021) sets out parking standards for proposed development. Policies SP8.17, DM29 and DM30 of the Croydon Local Plan (2018) provide further guidance with respect to parking within new developments and state that development should not adversely impact upon the safety of the highway network.
- 7.24 The site has a PTAL (Public Transport Accessibility Level) of 4 (on a scale of 0-6b) indicating good access to public transport. The site is within walking distance of South Croydon train station and 10 bus services. The proposal would result in the creation of a 1 bedroom flat. No off-street parking would be provided for the unit but given its relatively accessible location this is acceptable.
- 7.25 Cycle parking would be provided in an enclosed store at the rear of the site. It would be covered and secure, in accordance with T5 of the London Plan (2021).
- 7.26 In summary, the proposal would comply with DM29 and DM30 of the Croydon Local Plan and T4, T5, T6.1 and T7 of the London Plan (2021).

Refuse storage

- 7.27 A refuse store for the new dwelling would be located at the front of the site within the enclosed store, screened from the streetscene. A store at the rear would be provided for the existing ground floor rear flat that would be displaced from the frontage as a result of this proposal.

Other Planning Considerations

- 7.28 If permitted, the development would be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.
- 7.29 All other planning considerations including equalities have been taken into account.

Conclusion

- 7.30 All material considerations have been taken into account, including responses to the public consultation. Considering the consistency of the scheme with the

Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms. The application is recommended for approval.