

PART 5: Planning Applications for Decision

Item 5.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 17/05355/FUL
 Location: 146 Addiscombe Road, Croydon, CR0 7LA
 Ward: Fairfield
 Description: Demolition of existing dwelling; erection of semi-detached property containing 2x4 bed houses.
 Drawing Nos: 1565/PL/01, 1565/PL/02, 1565/PL/03A, 1565/PL/04, 1565/PL/05A, 1565/PL/06A
 Applicant: Mr Oliver Zergani
 Agent: Apparchitecture
 Case Officer: Wayne Spencer

	1 bed	2 bed	3 bed	4 bed
Houses				2

Number of car parking spaces	Number of cycle parking spaces
2	0

1.1 This application is being reported to Planning Sub-Committee because it has been referred by a local Ward Member – requesting Sub 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 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
- 6. 19% carbon dioxide reduction
- 7. Removal of permitted development rights
- 8. Commence within 3 years
- 9. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites

- 3) 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 a pair of semi-detached, two-storey, four-bedroom houses
- Associated parking accessed off Addiscombe Road (1 spaces per unit)
- Refuse stores to both new properties
- Associated hard and soft landscaping

Site and Surroundings

3.2 The application site lies on the southern side of Addiscombe Road, approximately 100 metres east of its junction of Mapledale Avenue. The site is currently occupied by a two-storey detached dwelling with associated garden and front parking area. The existing dwelling would be demolished to facilitate the proposed development.

3.3 The surrounding area is residential in character with properties on the southern side of the road predominantly comprising of a mix of two storey and single storey detached properties of the same period. The properties on the northern side of the road primarily consist of detached and semi-detached two storey properties. The properties are generally of similar design with similar plot widths.

3.4 The application site lies outside of an area at risk of surface water flooding, is not within a conservation area and the building in question is neither nationally nor locally listed.

Planning History

3.5 No relevant planning history.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the immediate locality.
- 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 on Addiscombe Road would be acceptable.
- Sustainability aspects are controllable through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of consultation letters sent to the properties which are adjacent to 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: 8 Objecting: 8 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:

- Detrimental impact upon the character of the area – all other properties within the existing road are detached properties and pairs of semis do not exist
- Impact upon the nature and amenities of the Whitgift Foundation Estate
- Design is out of keeping with the general built form found in the locality
- Orientation, scale, proportion and mass does not reflect the properties in Addiscombe Road
- Cramped and over developed
- Loss of privacy to neighbouring properties
- Increased disturbance to neighbouring properties
- Impact upon traffic flow/road safety of Addiscombe Road

6.3 The following comments have been received but are not material to the determination of this application and will require no further assessment:

- Failure to comply with covenants
- Loss of a private view
- Impact upon property values

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 Sub Committee is 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) was 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 Council has now received the Planning Inspector's report which found the Plan to be sound – subject to the changes identified and promoted by the Planning Inspector in his report. The Plan is being presented to Full Council on 27th February 2018 – with an expectation that the Plan will be adopted.

7.8 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 Planning Inspector's report has been published with the various policies and proposals found to be sound (albeit subject to heightened modifications) significant weight may be afforded the various policies and proposals included within CLP1.1 and CLP2.

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 existing site currently consists of a detached dwelling on a plot which has a very similar plot width as the other dwellings in Addiscombe Road. The sub-division of the plot to allow the proposed pair of semi-detached dwellings would provide two plot widths which, if assessed individually would be less than those which typically found in the street. However, the proposed built form would provide a symmetrical

appearance with hipped roof elements and gable ended front features that would typically reflect the scale and massing of other two-storey detached properties within Addiscombe Road and would not be significantly different from the scale, massing and design of the existing property (to be demolished). There are other examples of semi-detached pairs, situated on the opposite side of Addiscombe Road. The width of the proposed built form would maintain adequate separation distances from the flank boundaries of both adjoining plots (typical within the street scene) and the plot frontages would be suitably combined, ensuring no visual break between the proposed dwellings, when viewed from the street. The plot frontages would be left relatively open which is typically associated with other properties in Addiscombe Road. The materials to be used would not be significantly at odds with neighbouring properties and the massing, architectural features and overall height would also reflect the properties in Addiscombe Road.

- 8.4 The properties would maintain a separation distance of 1 metre between the flank walls of the proposed built form and the flank boundaries with the adjoining plots and would continue the staggered front building line associated with the properties on the southern side of Addiscombe Road. The proposed dwellings would also incorporate single storey glazed rear elements which would not project significantly rearwards beyond the built form of the neighbouring properties. Although a significant part of the front garden would be hard landscaped to provide the driveway, there is the opportunity to use the remainder of the frontage to incorporate a meaningful landscaped garden area which would soften the appearance of the proposed development. The long rear gardens of the properties which exist in Addiscombe Road would allow sufficient private amenity spaces to be provided for both plots and would also be able to sufficiently accommodate cycle stores in order to conform to the London Plan requirements.
- 8.5 The siting of the proposed built form would not be detrimental to the wider character as it would respect the scale and massing of the built form in the locality. It is considered that the proposed built form would be adequately accommodated within the plot without appearing unduly cramped or overdeveloped. The overall design and external appearance of the built form is not considered to be significantly harmful to the character and appearance of the surrounding area. The layout, massing and scale would respect the detached nature of the built form in the immediate locality and it is not considered that the proposal would warrant the refusal of permission based upon the low overall visual impact upon the existing townscape. In conclusion, it is not considered that this development would be significantly harmful to the character and appearance of the surrounding area to sufficiently warrant the refusal of permission on these grounds.

Housing quality for future occupiers

- 8.6 The proposal involves the loss of a detached dwelling which has an internal floor area which exceeds 130sqm and therefore there would be no loss of a small family dwelling. The National Space Standards require the proposed 4-bed, 6 person dwellings to provide a minimum gross internal floor space of 106sqm. The new dwellings would exceed these requirements and would provide an acceptable standard of residential accommodation as a result. Whilst "Bedroom 4" of both properties would have an internal floor area of approximately 6.8 sqm which would be below the 7.5 sqm required by the National Space Standards, this would not be a substantive reason for refusal (in view of the more wider compliance with the space standards). All habitable rooms

of both properties would have a good outlook with adequate sized windows allowing a significant amount of natural light to enter both of the proposed dwellings. As such, there would be no detrimental impact upon the living conditions of future occupiers.

- 8.7 The new dwellings would both have access to private amenity spaces which would far exceed the London Plan guidance and would also provide one parking space to serve each of the dwellings. As a result, the quality of the proposed development for all future occupiers is considered acceptable.

Residential amenity for neighbours

- 8.8 The new dwellings would maintain separation distances of 1 metre, between both 144 and 148 Addiscombe Road. The built form would not be significantly closer to the boundaries than the dwelling to be demolished and the hipped roof design would ensure that there would not be any further significant overbearing or overshadowing impact on neighbouring properties. Whilst a first-floor flank window is proposed for both new dwellings, these would serve a bathroom which would be non-habitable. These windows could therefore be conditioned to be obscure glazed and fixed shut to prevent any potential overlooking or loss of privacy to immediate neighbours. Whilst the rear facing windows of the dwellings would overlook the rear gardens of both properties, there is already a degree of overlooking from the existing dwelling. The level of overlooking and potential noise impact from the residential intensification of the site would remain within that expected within an urban area.
- 8.9 The proposed dwellings would be more than 25 metres from the other surrounding properties in Addiscombe Road. Given the siting of these properties in relation to the new dwellings combined with the separation distances, it is not considered that the development would appear visually intrusive, nor would it result significant overlooking or loss of privacy to the detriment of these properties. The development is therefore not considered to significantly harm the residential amenities of neighbours.
- 8.10 No other properties are not considered to be affected by the development and the proposal is considered acceptable in this regard.

Transport

- 8.11 The application site is located in an area with a PTAL of 3, which is moderate. Addiscombe Road forms part of the TLRN and as such, Transport for London were consulted. The proposal seeks the introduction of a further access onto the site as well as the retention of the existing access arrangements. Whilst TfL raised no objections to the proposals, the Council's Transportation Team initially noted that the existing vehicle crossover (to be retained) is less than the 3.6 metres ordinarily required for a vehicle crossover (which is proposed to be the width of the new access). The proposed landscaping scheme proposes a dwarf wall (between the two front garden areas) which would provide sufficient space for a car to turn on site and exit in forward gear whilst providing a relatively open frontage to the street. Whilst the overall hardstanding width would still be less than the standard 10.8m width ordinarily required to allow for the vehicles to easily on site, given that no objection has been raised by TfL, the Transportation Team has withdrawn its objection to the scheme and is satisfied with the proposal from a highway safety perspective.

- 8.12 There is ample space within the rear garden to accommodate covered and secure cycle parking facilities – which would be secured through the use of planning conditions.

Refuse storage

- 8.13 The refuse stores would be located to the front of the proposed dwellings and are proposed to be set back significantly from the road. Their siting would be acceptable from a character point of view and would also comply with the London Plan standards.

Sustainability

- 8.14 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.

Flood risk

- 8.15 The site does not lie within an area which is susceptible to surface water flood risk as identified by the Croydon flood maps with these areas being predominantly the main road itself and land to the west of the site. Consequently, no flood risk mitigation measures would be required to facilitate this development. Nevertheless, soft landscaping can suitably absorb rainwater and rainwater harvesting measures could be secured by planning condition.

Other Planning Issues

- 8.16 There is a street tree at the front of the site which is proposed to be retained and no trees are proposed to be affected as a result of this development. As such, it is not considered that the development would have any undue impact upon trees or ecology.

Conclusions

- 8.17 The proposal would result in the redevelopment of the site which would provide 2 additional 4-bed family homes within the borough. The development would not be significantly harmful or out of 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 by condition. It is therefore recommended that permission is granted.
- 8.18 All other relevant policies and considerations, including equalities, have been taken into account.