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**London Borough Croydon**

Scale 1: 1250



**PART 7: Planning Applications for Decision**

**Item 7.4**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 17/03313/FUL  
 Location: 49 Bridle Road, Croydon CR0 8HP  
 Ward: Shirley  
 Description: Demolition of existing bungalow and erection of two storey building with accommodation in roofspace comprising 1 three bedroom, 2 two bedroom and 1 one bedroom flats and the formation of vehicular access and provision of associated parking.  
 Drawing Nos: Location Plan 786\_49BR\_\_X000, Floor plans 786\_49BR\_\_X001 EX GRD, Elevations 786\_49BR\_\_X002 EX, Elevations 786\_49BR\_\_P100 EX AND PRO, Floor plans 786\_49BR\_\_P101 GRD AND PRO SITE, Floor plans 786\_49BR\_\_P102 PRO GRD, Layout Plans 786\_49BR\_\_P103 PRO, Floor plans 786\_49BR\_\_P104 PRO 1ST AND 2ND, Roof plan 786\_49BR\_\_P105 PRO, Elevations 786\_49BR\_\_P106 PRO FRONT, Elevations 786\_49BR\_\_XP107 PRO SIDES, Elevations 786\_49BR\_\_P108 PRO FRONT, Sections 786\_49BR\_\_P109 PRO - A-A, 786\_49BR\_\_P110 PRO - 1, 786\_49BR\_\_P111 PRO - 2 and 786\_49BR\_\_P113 PRO Received  
 Applicant: Mr Yogesh Patel  
 Agent: Miss Daniela Favero  
 Case Officer: Mr Robert Naylor

|              | <b>1 bed</b> | <b>2 bed</b>                      | <b>3 bed</b> | <b>4 bed</b> |
|--------------|--------------|-----------------------------------|--------------|--------------|
| <b>Flats</b> | 1 (2 person) | 2 (1 x 3 person and 1 x 4 person) | 1 (4 person) |              |

*All units are for private sale*

| <b>Number of car parking spaces</b> | <b>Number of cycle parking spaces</b> |
|-------------------------------------|---------------------------------------|
| 4                                   | 10                                    |

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

**2.0 RECOMMENDATION**

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

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials to be submitted

3. Details of Refuse/Cycles/visibility splays/Disabled Parking Space/Electric vehicle charging point to be submitted
4. Access to flat roof restricted
5. Car parking provided as specified
6. Obscure glaze and fix shut above 1.70m above relevant finished floor level upper floor flank windows
7. Hard and soft landscaping to be submitted to incorporate SuDS
8. 19% Carbon reduction
9. 110litre Water usage
10. Permeable forecourt material
11. Construction Logistics Plan to be submitted
12. Time limit of 3 years
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Removal of site notices
- 2) Community Infrastructure Levy
- 3) Control of Noise and Pollution
- 4) Wildlife protection
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing detached bungalow
- Erection of a two storey building with accommodation in roofspace
- Provision of 1 x one bedroom flat, 2 x two bedroom flats and 1 ground floor three bedroom flat.
- Provision of 4 off-street spaces with associated access via Ash Road.
- Provision associated refuse and cycle stores

### **Site and Surroundings**

- 3.2 The application site is a large detached bungalow occupying a prominent corner plot on the eastern side of Bridle Road close to the junction with Ash Road. The site is located in a mainly residential area and is located in a fairly generous plot.
- 3.3 The surrounding area is a mixture of a number of differing units including two storey, detached and semi-detached units alongside single storey bungalows similar to the host property. The majority of properties appear to be single family dwellinghouses. The site is located in an area of surface water flood risk.

### **Planning History**

3.4 There is planning history associated with the site, which is detailed as follows:

- 14/02519/GPDO – A prior approval application was submitted to the LPA in June 2014 for the erection of an 8m rear extension. This was refused consent as the scheme would have exceeded 4m in height and planning permission would have been required.
- 14/03150/GPDO – A new prior approval application was submitted in July 2014 for a similar 8m rear extension however the height had been lowered. As such prior approval notification was issued in September 2014.
- 14/03821/GPDO – A further prior approval application was submitted in September 2014 for a 4.5m rear extension. A prior approval notification was issued in November 2014.

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

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through a condition.
- Sustainability 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 two site notices displayed in the vicinity of the application site. These were located outside the host property close to the adjoining property on Bridle Road and one to the rear of the site in close proximity to 47 Ash Road. 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: 28    Objecting: 28    Supporting: 0    Comment: 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:

- Our of keeping in the surrounding area – Visually obtrusive
- Overdevelopment
- Loss of privacy and overshadowing
- Increase in off-street parking in already congested area

- Unsafe parking close to junction
- Create noise and disruption
- Loss of garden land and trees
- Negative impact on local services and facilities
- Increase flooding
- Lack of consultation [OFFICER COMMENT: The site was advertised by two site notices (see above) in accordance with the LPA's statutory requirements]

6.3 Spring Park Residents Association Shirley have objected to the scheme and made the followings representations:

- Not in Keeping with the area
- Over Development
- Traffic or Highways

## **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:

### **7.4 Consolidated London Plan 2015**

- 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
- 7.8 Conservation of archaeological interest
- 7.21 Woodlands and trees

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

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.5 Mix of homes by size
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local 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 & SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.6 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

7.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017 and the examination took place in May/June this year. 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 Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and landscaping
8. Other matters

### **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. The existing property at the site is a small family dwellinghouse, and it is acknowledged that the Policy H11 of the UDP seeks to protect small family units. However, it is considered that an exception to policy could be justified on the basis that the policy seeks to protect the older terraced properties, which this is not. The terraces are often the cheapest type of family housing in the area, and is this type of house that often provides good single-family accommodation, but are often too small to convert into adequate flatted accommodation that maintains residential standards and amenity.

8.3 The application is for a flatted development which would provide additional high quality homes within the borough, which the Local Planning Authority (LPA) is seeking to promote. Furthermore the scheme would provide the provision of additional smaller family units through the provision of a three bedroom unit within the property itself, which the borough has an identified shortage of, and is seeking to provide throughout the borough.

8.4 The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

### **Townscape and Visual Impact**

8.5 The existing unit does not hold any significant architectural merit and therefore the demolition can be supported. The proposal is for the demolition of the existing

bungalow and the erection of a two storey (plus roof space accommodation) flatted development that would consist of 4 units (1x1 bedroom unit; 2x2 bedroom units and 1x3 bedroom unit). Whilst it is acknowledged that there would be an increase in the overall scale and massing of the development, this would not be out of character, given that there are numerous examples of two storey dwellings in close proximity to the site. Furthermore, the appearance has been specifically designed to be akin to a large family dwellinghouse in terms of character and appearance rather than a “block of flats” and as such would not appear out of keeping in the surrounding area.

- 8.6 The design of the building incorporates a modest form of development given the corner plot with a traditional feel, albeit a more modern interpretation. It still incorporates traditional materials such as brickwork for the main building with two rendered gabled bays to the front of the property. Whilst larger than the current unit, the design has sought to contain features of the surrounding area and has been designed to be similar to the adjoining properties.
- 8.7 The main difference from the existing property to the proposed development is the increase in height and depth. The overall footprint has increased to accommodate the single storey rear extension at the site which would be comparable to a large householder rear extension, and would be similar to the existing rear building line at the adjoining property 53 Bridle Road. The front elevation will sit in a similar position as the existing front elevation and as such would not project forward of the existing building line and the scheme will not appear as an intrusive feature to the streetscene.
- 8.8 Whilst the proposal would be higher than the immediately neighbouring bungalows, the additional height would not dominate those adjoining properties. The height helps to link the proposed building to the larger buildings opposite and on the adjoining corner. The building responds well to its corner setting on Bridle Road and Ash Road and as such the design, scale and massing of the proposal positively responds to the character and appearance of the area, and would provide a building which would change but enhance the current appearance of the application site.
- 8.9 As with the adjoining properties, the proposed building would be centrally located and this setting ensures that the development does not appear overly cramped in its plot. The proposed property frontage would be soft landscaped (secured by condition) which would be similar to the front garden treatment along this street. The rear of the site would provide a more hard landscape treatment and would accommodate the off-street parking (four spaces), refuse and cycles stores. This would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 8.10 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density level ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be within this range at 184 hr/ha.
- 8.11 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 and would respect local character.



## Housing Quality for Future Occupiers

8.12 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:

8.13

| Unit | Bedrooms | GIA    | NDSS requirement (GIA) |
|------|----------|--------|------------------------|
| 1    | 2 (3P)   | 66 sqm | 61 sqm                 |
| 2    | 3 (4P)   | 90 sqm | 74 sqm                 |
| 3    | 1 (2P)   | 50 sqm | 50 sqm                 |
| 4    | 2 (4P)   | 79 sqm | 79 sqm                 |

8.14 The internal layouts would be acceptable with adequate room sizes and a large open plan living, kitchen and dining area and includes the provision of a three bedroomed unit.

8.15 With regard to external amenity space, the London Housing SPG 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. The three bedroom family unit has access to a private amenity space of 36sqm, and the ground floor 2 bedroom unit would have access to 40sqm of private amenity space to the front of the property. The remaining upper floor properties have access to the communal gardens at the rear of the site that would exceed the amenity space standards.

8.16 The provision of private balconies is not a feature of the area and there is potential to impact on the amenities of the adjoining residents, so no private balconies/terraces are proposed. It would be prudent to condition the flat roof on the single storey element not to be used as a balcony or terrace.

8.17 In terms of accessibility, level access would be provided to both ground floor units which includes the three bedroomed family unit. The development is considered to result in a high quality development offering a variety of housing types with adequate amenities and provides a very good standard of accommodation for future occupiers.

## Residential Amenity for Neighbours

8.18 In terms of the proposal the properties that are most affected adjoining properties at 53 Bridle Road adjoining the site and 47 Ash Road to the rear of the site.

### Impact on 53 Bridle Road

8.19 The front building line of the proposal has been replicated and would be generally consistent with the existing properties on along Bridle Road including the adjoining property at number 53. The main changes are experienced at the rear of the site with an increase in the depth of the property and the height of the main building increasing by a storey.

- 8.20 In regard to depth, the single storey ground floor element would be approximately 18.3m deep, with the first floor element approximately 13.3m deep however ground floor element will be akin to the existing rear building line at this adjoining property and given that this element would be single storey would be appropriate in this regard. However, it is prudent to condition the use of the roof to ensure that it is not used as a terrace or balcony to limit overlooking.
- 8.21 The new bulk of the proposal would be the first floor and roof element which is located approximately 2.6m from the boundary with number 53 which is also located 2.6m from this boundary. There are five ground floor windows at number 53 facing the proposal one serves the kitchen which is dual aspect while the remaining four serve non-habitable rooms. There is a close board fence and extensive vegetation along this boundary which is sought to be retained, and would help mitigate any issues of overlooking from the ground floor windows which serve bedrooms.
- 8.22 There is an upper floor window that serves the kitchen/living room of flat 3, however this could be conditioned to be obscured glazed and fixed shut above 1.70m from the relevant finished floor level to mitigate actual and perceived levels of overlooking and loss of privacy, as the room is dual aspect and has a front window as well. Nevertheless it is considered prudent to condition the application to the proposed fenestration to ensure that any future overlooking is mitigated along this flank elevation.
- 8.23 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

#### Impact on 47 Ash Road

- 8.24 The separation between the properties is in excess of 30m from both the ground and first floor elements and the significant landscaped boundary located between this property and application site, this relationship is acceptable.
- 8.25 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. Subject to conditions the proposed development is acceptable.

#### **Access and Parking**

- 8.26 The location has a PTAL level of 2 which indicates poor level of accessibility to public transport links. The parking is generally unrestricted in the surrounding roads with spare capacity on street. The new dwelling would benefit from four off street parking space. One space shows a step free access which could be used for a designated disabled bay, details of which can be secured by way of a condition. The scale and nature of the development is such that it is likely to have a negligible impact adjoining highway network.

- 8.27 Maximum car parking standards as described in Appendix 2 of the Croydon UDP state that a maximum of 5 car parking spaces should be provided for the scheme as a whole although it should be noted that these are maximum standards. The Strategic Transport team has no objection. Whilst not achieving these maximum standards, there would be a 1:1 parking ratio which would promote sustainable travel in the borough. In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.28 The applicant is proposing a single vehicle access in Ash Road and the vehicles would be able to access and exit the site in forward gear. It is prudent to attach a condition to ensure that highway visibility splay standards and turning heads are incorporated. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.29 Cycle storage facilities would comply with the London Plan (which would require 8 spaces) as these are secure and undercover. There is scope for the space allocated for cycles and bin storage to be used more effectively, as such further details of these can be secured by way of a condition.
- 8.30 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst it is acknowledged that the site could reasonably be accessed from Ash Road, it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along the access road. The applicant has submitted a Demolition/Construction Logistic Plan (including a Construction Management Plan) however, further revisions are required and as such these details will need to will be secured through a condition.

### **Environment and sustainability**

- 8.31 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.32 The site lies within a surface water flood risk area. Given the areas for landscaping there are opportunities for SuDS to be located in the communal areas. Officers are satisfied that these issues can be dealt with by condition.

### **Trees and landscaping**

- 8.33 None of the trees on site are subject to a tree preservation order. The Council's Tree Officer raises no objection to the development subject to a suitably worded condition secured through the landscaping condition to mitigate any loss. The development would therefore have an acceptable relationship with trees on site and in neighbouring gardens.
- 8.34 The application site is not near an area of special scientific interest or a site of nature conservation value. From the officer's site visit, there is no evidence to suggest that

any protected species are on site and as such further surveys are not deemed necessary.

- 8.35 Nevertheless, 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.

### **Other matters**

- 8.36 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will 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.

### **Conclusions**

- 8.37 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.
- 8.38 All other relevant policies and considerations, including equalities, have been taken into account.