

Planning Committee Supplementary Agenda



a) **18/05930/FUL - 2 Vincent Road, Croydon, CR0** (Pages 3 - 28)

Demolition of existing dwelling. Erection of 3 storey building comprising 7 flats with associated amenity space, refuse and cycle storage and other associated alterations.

Ward: Addiscombe West
Recommendation: Grant permission

KATHERINE KERSWELL
Chief Executive and Head of Paid Service
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Tariq Aniemeka-Bailey
020 8726 6000 x64109
020 8726 6000
tariq.aniemeka-bailey@croydon.gov.uk
www.croydon.gov.uk/meetings

This page is intentionally left blank

09 February 2023 Planning Committee Addendum

Item 6.1 18/05930/FUL 2 Vincent Road, Croydon, CR0 6ED

1. The Appendix attached to the published report included the first Planning Committee report from 12 September 2019 to the paper as background. However, the follow-up Planning Committee report from 05 November 2020 has been added to this addendum. It should be noted that this report has been in the public domain since October 2020 and can be viewed in the attached pdf document labelled '2 Vincent Road Committee Report 05.11.2020'.

This page is intentionally left blank

PART 6: Planning Applications for Decision

Item 6.1

1.0 APPLICATION DETAILS

Ref: 18/05930/FUL
 Location: 2 Vincent Road, Croydon, CR0 6ED
 Ward: Addiscombe West
 Description: Demolition of existing dwelling. Erection of 3 storey building comprising 7 flats with associated amenity space, refuse and cycle storage and other associated alterations (Amended Plans).
 Drawing Nos: 6598 (PL) 001 E (Received 31/07/2020), 6598 (PL) 002 H (Received 31/07/2020), 6598 (PL) 003 F (Received 31/07/2020).
 Agent: Mr Ambridge
 Applicant: Mr Chaudry
 Case Officer: Paul Young

	studio	1 bed	2 bed	3 bed	4 bed (+)
Existing	0	0	0	0	1
Proposed	0	2	4	1	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
0	12

- 1.1 This application was previously reported to Planning Committee on 12/09/2019. The Committee resolved to defer the application in order to for the applicant to revisit the design and provide better visuals of the (revised) scheme.
- 1.2 The previous committee report is attached as Appendix 1.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission, subject to the completion of a Legal Agreement to secure the following:
 - a) Precluding future residents of the development from obtaining parking permits
 - b) £3,750 sustainable transport contribution (towards car clubs and EVCPs)
 - c) Monitoring Fee
 - d) Any other planning obligations considered necessary
- 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) Commencement time limit of 3 years
- 2) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 3) Samples of external materials to be submitted
- 4) Submission of hard and soft landscaping plan.
- 5) Obscure glazed/non-opening window above ground floor servings Flats 5 and 7 in North East elevation of building.
- 6) No additional windows above ground floor in NE elevation of building.
- 7) Details of boundary treatments/private amenity space division.
- 8) Submission of Construction Logistics Plan (CLP)
- 9) Requirement for 19% Carbon reduction and 110 litre water usage (sustainability)
- 10) Details of site specific SUDS to be submitted
- 11) Implementation of waste/recycling facilities prior to occupation of units
- 12) Implementation of cycle parking facilities prior to occupation of units.
- 13) Ground floor units to be built to Building Regulations M4(2) standard
- 14) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

- 1) Community Infrastructure Levy
- 2) Highway/Crossover Works
- 3) Compliance with Building/Fire Regulations
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.3 That if by 5th February 2021 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

3.0 PROPOSAL AND SCHEME AMENDMENTS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of existing dwelling and clearance of existing site
- Erection of three storey replacement building providing 7 residential units (comprising 2 x 1 bed, 4 x 2 bed and 1 x 3 bed flats) complete with balcony/terrace/private amenity areas.
- Provision of new boundary treatments, waste and cycle stores, pathways and other areas of hard and soft landscaping

Scheme Amendments

3.2 The proposed changes to the plans since members last saw the scheme include (but are not limited to):

- The second floor zinc clad flat roof element has been replaced with a traditional clay-tiled pitched roof.
- More traditional gable ended bays/dormers have been incorporated into the design.
- The two predominant flat roofed gable ends of the previous scheme have been replaced with 3-storey pitched gables, along with redesigned gable-ends.
- The rear elevation has been set back and now aligns with the rear elevation of the neighbouring property at No.50 Morlands Avenue.
- The single parking space on site has been removed (following the CPZ being implemented)
- More traditional materials have been incorporated including the use of London stock brick and clay roof tiles
- A 900mm separation gap has been introduced between the development at no. 50 Morlands Avenue
- The core/staircase has been reconfigured (to provide more usable rear amenity space for the ground floor units)
- The cycle store and access has been relocated to the front of the building.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the proposed residential (re)development is acceptable
- The design and appearance of the development is of a suitably high quality, and would not harm the character of the surrounding area.
- Subject to conditions, the living conditions of adjoining occupiers would be protected from undue harm.
- The mix of accommodation is acceptable/encouraged and living standards of future occupiers would comply with National, Regional and Local standards.
- Subject to the suggested conditions and legal agreement, the proposed development would not unduly increase parking pressure and would not harm highway safety.
- Subject to a suitable landscaping scheme (secured via conditions), the development would not harm biodiversity.
- Subject to conditions, suitable sustainable energy, water and drainage measures can be secured.

5.0 LOCAL REPRESENTATION

5.1 Neighbour notification: 44 letters of objection were received and reported to the committee on the 12/09/2020 and covered in the appended report.

- 5.2 Following the receipt of amended plans, 53 local addresses were notified. Written objections (to these amendments) have been received from a single address. This raises concern that the proposed development has not used the proposed flat roof areas for green roofs or for solar panels for sustainable drainage and energy purposes.
- 5.3 A further 4 comments have been received neither supporting nor raising objections to the development, subject to strict compliance with the submitted plans (and any attached conditions).
- 5.4 Cllr Fitzpatrick: No objections to the amended development subject to strict compliance with the submitted plans.

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues relevant when assessing the amended proposal are as follows:
- Townscape and visual impact
 - Mix and quality of proposed accommodation
 - Impact on amenities of surrounding residents
 - Access, Parking and Highway Safety
 - Sustainability and Flood Risk
 - Biodiversity, Trees and Ecology
 - Waste/Recycling Facilities
- 6.2 Policy SP4.1 of the 2018 Local Plan states that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 6.3 Similarly, Policy DM10.1 of the 2018 Local Plan states that proposals should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys, should respect
- 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 Place of Croydon in which it is located.
- 6.4 The design of the amended scheme is a notable departure to that presented to the Committee in September 2019. The amended design generally proposes a more traditional approach in terms of architectural forms and materials (with pitched clay tile roofs rather than a recessed zinc-clad roof form), but does include some of these more contemporary elements incorporated in more traditional forms – ie the two proposed zinc clad pitched bay features which frame

the central entrance to the development. A comparison of the two approaches (western elevation) is shown below.

- 6.5 The more traditional design proposed would ensure that visually it relates more closely and comfortably with its two neighbours at number 2 Vincent Road whilst framing itself as a 'new/contemporary' development when travelling northwards from Morland Road.
- 6.6 The proposed development provides the same number of units with broadly the same mix, and its height (at 3 storeys) would comply with Policy DM10.1. Conditions securing samples of the proposed externals are recommended to ensure that they are of a suitable quality.
- 6.7 Given the assessment above, and subject to the attached conditions, the application is not considered to harm the character or appearance of the site or the surrounding area.

Mix and Quality of Accommodation Provided

- 6.8 Policy SP2.7 of the 2018 Local Plan states that the Council will seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes, particularly for small family units.
- 6.9 The proposed mix would be as in the previous scheme, and would provide one 3b 5p unit which would mean that there would not be any net loss of 3 bedroom units (and therefore no conflict with Policy DM1.1). Additionally, 3 large 2 bedroom (4 person) units would be provided, along with a couple of 1 bedroom units, which is considered to represent a satisfactory mix of accommodation.
- 6.10 In relation to the quality of the accommodation provided, Policy 3.5 of the 2016 London Plan states that housing developments should be of the highest quality, internally, externally and in relation to their context and to the wider environment. It indicates that the design of all new housing should enhance the quality of local places, taking into account physical context and local character. Policy 3.5 sets out minimum GIA standards for new residential developments.
- 6.11 In addition to the above, Policy DM10.4 of Croydon's local plan states that all proposals for new residential development will need to provide private amenity space that:
 - 6.12 Is of high quality design, and enhances and respects the local character
 - 6.13 Provides functional space (the minimum width and depth of balconies should be 1.5m);
 - 6.14 Provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter;

6.15 All flatted development and developments of 10 or more houses must provide a minimum of 10m² per child of new play space, calculated using the Mayor of London's population yield calculator and as a set out in Table 6.2 below. The calculation will be based on all the equivalent of all units being for affordable or social rent unless as signed Section 106 Agreement states otherwise, or an agreement in principle has been reached by the point of determination of any planning application on the amount of affordable housing to be provided. When calculating the amount of private and communal open space to be provided, footpaths, driveways, front gardens, vehicle circulation areas, car and cycle parking areas and refuse areas should be excluded.

6.16 These standards are set out within table 6.2 within Policy DM10.4. A breakdown of the development in relation to GIA's and amenity space requirements and provisions of the development are set out in the following table:

Unit No.	Unit Type	GIA		Private Amenity (PA)	
		Required (m ²)	Provided (m ²)	Required (m ²)	Provided (m ²)
1	3b5p	86	87.5	8	34
2	2b4p	70	72.3	7	17
3	1b2p	50	55	5	8.5
4	1b2p	50	51.2	5	5
5	2b4p	70	70	7	7
6	2b3p	61	65	6	8.3
7	2b4p	70	74	7	7

6.17 As noted, the proposed units would meet/exceed the standards, and it is noted that all habitable rooms would be served by at least one natural light source. As noted earlier, the change in the siting of the core allows for more usable private amenity space for GF units 1 and 2.

6.18 All ground floor units will be to Building Regulations M4(2) standard on the ground floor, secured by condition. Consideration has been given as to whether a lift could be provided (as set out in Policy 3.8 of the London Plan) in order to provide M4(2) units on the upper two floors. The original and appended report concluded a lift was not required. Furthermore, information has been provided which demonstrates that such a provision would impact on the viability of the scheme. Therefore, on balance, the absence of a lift is accepted.

6.19 As such, in general, the proposed accommodation is considered to be of a good standard and no conflicts with adopted policy or guidance are identified.



6.22 Most notably, the proposed staircase/core has been re-sited so as to not to be angled towards number 4, resulting in a consistent (and greater) setback from the shared boundary with number 4, albeit to a slightly greater depth beyond this property. Overall, this amendment would reduce visual intrusion to number 4 and improve outlook, whilst impacts on daylight/sunlight would remain broadly as before.

6.23 As noted in the earlier report, the applicant submitted a daylight/sunlight report which concludes that some additional overshadowing would occur to number 4 when compared to the existing situation, but that the design and massing is such that any impact has been minimised and that the impact would not be significant upon the amenities of the occupiers of this adjacent building.

6.24 It is also noted that since the previous committee report was published in September 2019, rear extensions have been granted permission at number 4 as part of a scheme to convert the property to 5 flats (19/04418/FUL). These extensions result in habitable room windows being shifted/installed further to the rear/SE, and so these will be less affected by the proposed development.

6.25 In relation to number 50 Morland Avenue, as with the previous proposal, the development would not conflict with BRE daylight and sunlight guidelines. Additionally, in this proposal a small 900mm gap would also be provided, thereby reducing any amenity impacts upon this property (from the proposal) further.

- 6.26 In terms of overlooking, there is some additional overlooking of the rear garden serving number 4. However, the bulk of this would be limited to the rear part of the garden, and it is noted that as part of permission 19/04418/FUL this 'rear part' would be converted to communal (not private) amenity space. In relation to windows facing towards number 50, the proposed windows would be located in comparable positions to those that exist – and would be sited over 13m from the shared boundary. As such, it is not considered that 'direct' overlooking would occur, and therefore that no conflict with policy would result.
- 6.27 The proposed development would introduce additional activity and lighting in and around the site. However, this activity would be residential in nature, within a residential area, and adopted planning policies and guidance encourage intensification of residential use in principle (subject to a full planning assessment). As such, it is not considered to result in undue harm in this regard.

Access, Parking and Highway Safety

- 6.28 Policy SP8.15 of the Croydon Local Plan states that the Council will encourage car free development in Centres, where there are high levels of PTAL and when a critical mass of development enables viable alternatives, such as car clubs (while still providing for disabled people). Detailed car parking standards are contained within the Croydon Local Plan's Detailed Policies and Proposals.
- 6.29 The site has a Public Transport Accessibility Level (PTAL) of 4 (good), and the site lies within a Controlled Parking Zone (CPZ). Since the original application was submitted a CPZ has come into force in the immediate area. The applicant has therefore amended the scheme to be 'car – free' and has agreed to sign a Unilateral Undertaking to preclude future residents of the development from applying for car parking permits in addition to financially contributing to sustainable transport initiatives (paragraph 2.1 of the report) . Subject to this, no increase in parking pressures within surrounding roads would result from the development.
- 6.30 In terms of cycle parking, the London plan would require 12 secure and covered cycle parking spaces for the proposed development (1 space for the 1 bed unit, 2 spaces for the other units). A secure, covered and accessible cycle storage area is shown on the proposed plans and can be secured via condition. Space for 12 bicycles would be provided in excess of these standards and these would be located within a secure cycle storage area. As such, no conflicts with adopted Policy would occur.

Sustainability and Flood Risk

- 6.31 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.
- 6.32 The site is located within a critical surface water flooding area. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS).

A condition is recommended requiring additional site specific SuDS measures (eg rainwater collection/recycling, green roofs/walls etc) and a suitable soft landscaping scheme which should mitigate any harm in terms of surface water flood risk in the local area.

Waste/Recycling Facilities

6.33 The guidance set out in the Council's Suburban Design Guide (2019) advises that waste storage areas should be within 30m of the entrance of each residential units and within 20m of the public highway.

6.34 The application proposes a secure and covered waste storage area close to the entrance to the site (well within the required 20m distance) and which is of a suitable size to accommodate the development.

Trees, Landscaping and biodiversity.

6.35 The applicant has submitted an arboricultural report and a tree constraints plan which identifies 3 x category C trees, two of which are street trees. The category C tree on site would need to be removed to facilitate the development, but it is noted that the amended scheme has been pulled back from the front boundary, and the parking space has also been removed, which (now) increases the distance to the two nearby street trees and allows scope/space for the category C tree to be replaced. Subject this, and other suitable soft/hard landscaping (secured via condition), a net gain in soft landscaping and bio-diversity can be achieved.

Other matters

6.36 All other planning related matters have been considered and no other planning harm has been identified.

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The proposed development would provide an additional 6 new residential units, a fair number of which would be suitable for small families. This adds some weight in favour of the proposal. Subject to the recommended conditions, the development would not result in any material harm in terms of the character or appearance of the site or surrounding area, the amenities of surrounding residents, highway safety, biodiversity, flood risk or sustainability. As such, the development is considered acceptable and is therefore recommended for approval.

7.2 All other relevant policies and considerations, including equalities, have been taken into account.

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05930/FUL
 Location: 2 Vincent Road, Croydon, CR0 6ED
 Ward: Addiscombe West
 Description: Demolition of existing dwelling. Erection of 3 storey building comprising 2 x one bed, 4 x two bed and 1 x three bed units (7 in total) with associated amenity spaces, refuse and cycle storage and 1 parking space.
 Drawing Nos: 18107-02-E-GA, (PL)001 Rev B, (PL)002 Rev B, (PL)003 Rev B, SK 190326, (SK) 001
 Applicant: Mr Chaudry South East Property Limited
 Agent: Mr Ambridge – ECE Architecture
 Case Officer: Wayne Spencer

	1 bed, 2 person	2 bed, 3 person	2 bed, 4 person	3 bed, 5 person
Houses	2	1	3	1

Number of car parking spaces	Number of cycle parking spaces
1	11

1.1 This application is being reported to committee because the Ward Councillor Sean Fitzsimons has made representations in accordance with the Committee Consideration Criteria and requested committee consideration and representations 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 subject to:

A. The prior completion of a legal agreement to secure the following planning obligations:

- a) Restricting residents access to on street parking permits
- b) Car club space with electric charging point to be installed/retained in perpetuity
- c) Three street trees to be provided on Vincent Road

Conditions

- 1. In accordance with the approved plans
- 2. Refuse/cycle stores to be installed/retained in perpetuity
- 3. External facing materials (including samples) to be approved
- 4. Upper floor north facing windows obscure glazed
- 5. Hard and soft landscaping to be approved (to incorporate SuDS)
- 6. Tree Protection in accordance with Arboricultural Report
- 7. Construction Logistics Plan
- 8. Ground floor units to be Part M(4)3 compliant
- 9. Water usage off 110L per head per day

10. 19% carbon dioxide reduction
11. Commence within 3 years
12. 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) Removal of site notices
- 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 three storey building comprising 2 x one bed, 2 person, 1 x two bed, 3 person, 3 x two bed, 4 person and 1 x three bed, 5 person flats (total of 7 units)
- Refuse and cycle stores to all new properties
- Associated private amenity spaces
- Associated hard and soft landscaping
- 1 car-club parking space on site

Site and Surroundings

3.2 The application site lies on the eastern side of Vincent Road close to the junction with Leicester Road to the south. The site currently has a single dwelling attached to no.4 Vincent Road with a south facing garden space.

3.3 The surrounding area is residential in character with properties fronting Vincent Road being predominantly 3-storeys in height (including the roof spaces over). The majority of the dwellings appear to be of the Victorian period and are of a similar character, form and design however nos.2 and 4 are not identical given that no.2 was built at a later date.

3.4 The application site is at 'very low' risk of surface water flooding. The site is not within a Conservation Area and the building in question is neither nationally nor locally listed.

Planning History

3.5 18/01892/PRE – Erection of new building comprising of nine flats – Amendments suggested to improve the scheme

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the immediate locality and the extant planning permission.
- The design, form 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 the surrounding area would be acceptable.
- Sustainability aspects are controllable through the use of planning conditions.
- Flood risk mitigation measures 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: 45 Objecting: 44 Supporting: 0 (1 letter making comments neither objecting or supporting the proposal)

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:

Summary of objections	Response
<i>Townscape</i>	
<ul style="list-style-type: none"> • Overcrowding • Out of character. • Over development • Impact upon street scene • Change to established Vincent Road front building line • 3-storey flat roof building would not reflect the character of the area • Materials not of high quality and would clash with surrounding Victorian properties 	See paragraphs 8.3 to 8.6
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> • Loss of light and overshadowing impact • Overlooking and loss of privacy • Increase noise from additional residents • Noise impact/disturbance during construction works • Lack of natural light to the proposed amenity spaces 	See paragraphs 8.7 to 8.16
<i>Environment</i>	
<ul style="list-style-type: none"> • Loss of garden space • Loss of trees • Lack of soft landscaping proposed • Lack of green space for future occupiers 	See paragraphs 8.23 and 8.24

<ul style="list-style-type: none"> • Solar gain impact for future occupiers 	
<i>Highways and Refuse</i>	
<ul style="list-style-type: none"> • Lack of parking provision of the development potentially resulting in detrimental highways impact – parking permits should be withheld • Concerns over highway safety with building so close to the front boundary • Cycle storage inadequate for future occupiers • Impact on refuse collection and lack of refuse storage provision • Refuse management required on the site 	See paragraphs 8.17 to 8.20
<i>Flooding</i>	
<ul style="list-style-type: none"> • Change to water course from rainfall impacting upon foundations of neighbouring properties 	See paragraph 8.22
Other comments	Response
<ul style="list-style-type: none"> • Pressure on local infrastructure (doctors, schools etc). 	See paragraph 8.16
<ul style="list-style-type: none"> • Solar panels or green roof proposed? 	See paragraph 8.21

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

Summary of comments	Response
Loss of a view	Not a material planning consideration
Damage to neighbouring property and party wall impact	These matters are not material planning considerations and are covered by alternative legislation
Compliance with fire regulations	Considered under Building Regulations
The Surrey Estates Company Limited in 1889 require a semi-detached building on this plot	Not a material planning consideration and any covenants would need to be addressed by the developer
Impact on sewer as a result of additional properties	Not a material planning consideration
Impact upon property prices	Not a material planning consideration

6.4 Councillor Sean Fitzsimmons objected and referred the application to planning committee on the following grounds

- Visual Amenity: Appearance of the new building clashes with the Victorian/Edwardian street scene. This is a prominent site near the junction of Morland Avenue and Vincent Road and the poor design will detract rather than enhance the area.
- Unsuitable use of materials. The use of cladding at higher levels which will be seen from other properties and from the junction of Vincent Road and Morland

Avenue. The proposed building will clash with the Victorian yellow-stock houses close by.

- Boundary Treatment with pavement: This needs rethinking as the proposal doesn't enhance the street scene.

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 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. 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 Planning 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 2018:

- 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
- DM1: Housing choice for sustainable communities
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and construction
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

7.5 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Suburban Design Guide Supplementary Planning Document 2019

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. The site is currently in residential use and has not been designated in the local plan, to be used for any other purpose. The dwelling to be demolished was not a 3-bed dwelling as originally built and the overall floor area exceeds 130sqm. As such, there is no specific requirement for the proposal to include a replacement 3 bed dwelling in accordance with the requirements of Croydon Local Plan 2018 Policy DM1.2. However, there is a strategic policy requirement, contained within CLP policy SP2.7, for 30% of new homes in the Borough to have 3 or more bedrooms. The proposed development aims to provide 1 X 3-bed, 5 person and 3 x 2 bed, 4 person units and, for the first three years of the

adopted Local Plan, 2 bed, 4 person units would be considered family housing and would therefore contribute to such housing provision within the Borough. As 4 of the 7 proposed units would be considered family accommodation, there is no objection in principle to the proposed development provided that there are no other policy objections.

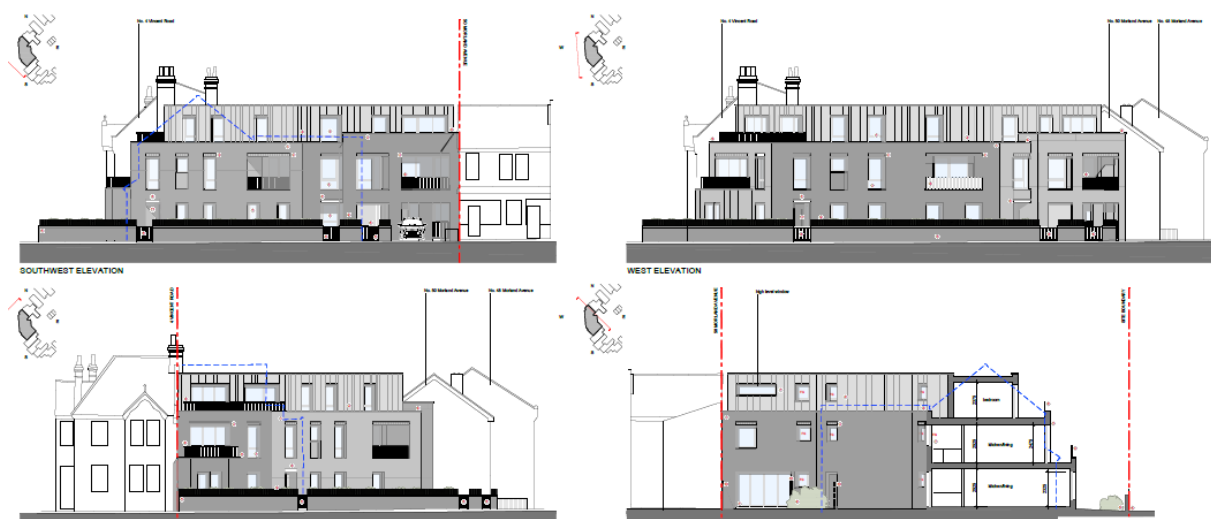
Townscape and visual impact



- 8.3 The site currently contains a single dwelling house which is two storeys in height with roof space over (3-storeys overall). The overall height of the proposed building would be three storeys which, when considering the roof form of the surrounding properties, would be in-keeping with the overall height of surrounding properties.
- 8.4 The proposed building would have brickwork to the ground and first floors which would be in-keeping with the materials used on the surrounding properties. The proposal originally proposed the use of mid-grey brickwork however it was considered that this colour would not generally exist in the immediate locality and this since been amended to red/multi brick which would be considered much more in-keeping. The final external materials could be secured by planning condition through the submission of physical samples to ensure that they are sympathetic to the surrounding built form.
- 8.5 The development would include a recessed third floor with standing seam zinc cladding which offers a distinguishing feature to the building. The proposed development would

have a larger footprint than the current building occupying the plot and would make optimal use of the available land. Although close to the front site boundary, the building has been stepped back throughout the application process and there would be a landscaping buffer between the building and the road. The curved boundary of the site would lend itself to have a building built quite close to the front boundary and the staggered form of the building and its associated openings and deep reveals would allow a degree of separation and relief from the front boundary at the north western and south western points of the site. The north facing bay closest to no.4 Vincent Road has also been reduced in width throughout the application process to add further relief and ensure it is more in-keeping with the width of the gabled frontage serving no.4. The window arrangement has also be rationalised and now correlates each floor of the proposed building creating a well-designed addition to Vincent Road.

8.6 The proposed development would be of a contemporary design rather than a pastiche of the Victorian properties that are in the immediate locality. The overall height and massing would not be at odds with the massing of the built form in the immediate locality and, although the built form would increase the overall footprint of the site, it is considered that the development would not constitute an overdevelopment of the site. The contemporary design rather than a Victorian pastiche would differentiate the building from the existing historic built form in the locality. The site is located on a road junction visible from Vincent Road and Morland Avenue and is therefore considered to be a corner plot. The Council’s Suburban Design Guide 2019 states that a contemporary and innovative approach would be acceptable and corner plots should seek to accommodate additional height and depth. It also states that the built form should respond to the positioning of neighbouring front elevations and that the stepping in footprint to maximise development potential of a corner plot would be an acceptable approach. As a result, a larger building on this corner location is acceptable from a design perspective. The building addresses the road junction location and creates a landmark building feature to the street scene which is considered appropriate in this case. Whilst the proposed development would differ from the predominant building forms in the area, it would not be significantly at odds with the built form of the surrounding properties and the proposal would therefore not have a detrimental impact on the character and appearance of the surrounding area.



Housing quality for future occupiers

- 8.7 The proposal results in an increased density on the site by seven additional residential units with a mix of 1 x 3-bed, five person, 3 x 2-bed, four person, 1 x 2-bed, three person units and 2 x 1-bed, two person units. The 3-bed, five person and 2-bed, three person units will be at ground floor level. The scheme exceeds the density matrix (200-450) as set out within the London Plan at 500 habitable rooms per hectare however given the urban setting, the proximity of the site to the centre of Croydon and the acute need for new homes, it is considered an appropriate density for this site.
- 8.8 The ground floor units would need to be compliant with M4(2) of the Building Regulations providing step free access to these units for any future disabled residents and this would appear to be the case. The London Housing Design Guide standards 3.2.5 and 3.2.6 state that *“all dwellings entered at the fourth floor (fifth storey) and above should be served by at least one wheelchair accessible lift, and it is desirable that dwellings entered at the third floor (fourth storey) are served by at least one such lift.”* As this development is three storeys high, it is not considered that a lift would need to be accommodated and it is considered that compliance with M4(2) rather than M4(3) would be acceptable in this case given the overall scale of the proposed development.
- 8.9 The National Space Standards and the London Plan states that 3-bed 5 person dwellings should provide a minimum internal floor space of 86m², 2-bed, 4 person dwellings should provide a minimum internal floor space of 70m², 2-bed, 3 person dwellings should provide a minimum internal floor space of 61m² and 1-bed, 2 person dwellings should provide a minimum internal floor space of 50m². The plans submitted indicate that all of the proposed units meet the relevant space standards measuring between 50sqm and 110sqm. Having assessed the room sizes and the associated fenestration detailing on the proposal, the habitable rooms of all proposed units would have a good outlook with the exception of the rear facing bedroom window of unit 6 on the third floor (which is served by a high level window). However, all other rooms within this unit would have a very good outlook and this arrangement would be similar to the outlook provided by a roof window serving a bedroom in the roof space. As such, it is not considered that this would result in significant impact upon the future occupiers to warrant the refusal of permission. All habitable rooms within the proposed building would all rooms, including the bedroom serving unit 6, would have adequate sized windows to allow a significant amount of natural light to enter all of the habitable rooms within the proposed units. Therefore, it is not considered that a significant solar gain would result given the linear nature of the windows and their recessed reveals.
- 8.10 The proposed development would include private outdoor amenity spaces to serve both ground floor units and third party comments raised the issue of poor natural light levels for future occupiers. However, the private amenity spaces at ground level would be south east facing and the overall depth of the spaces would allow sufficient natural light into these spaces.
- 8.11 All upper floor flats will have private amenity space in the form of balconies fronting Vincent Road. The first floor flats will predominantly have recessed balcony areas and the upper floor flats will have balconies which are flush with the build line below. They will provide private outdoor amenity space with sizes which are compliant with the London Plan Housing Standards. The window reveals will still allow sufficient natural light into the main units themselves. There is no communal rear garden however, having calculating the number of children that could use any play-space using the

Croydon Local Plan and GLA policy documents, the development would require less than 5 square metres of play space based on the proposed 7 units. It is therefore considered that this on-site provision would not result in a significant amount of good quality play space for future occupiers and a more appropriate solution in this case would be to provide enhanced private amenity spaces to the units. All units exceed the space standard requirements, particularly the 3-bed ground floor unit and the second floor 2-bed unit labelled 'unit 7'. Further consideration was given to the fact that the nature and location of this corner-plot site would mean that any communal space fronting onto Vincent Road could potentially create safety and surveillance concerns and the quality of the space would not be significantly high. The Council consider that this approach would be acceptable in this case and that, on balance, the standard of accommodation provided by the proposed development would be acceptable for all future occupiers.

Residential amenities of neighbouring occupiers



8.12 The building would adjoin the flank wall of the building to the north (no.4) however it will be set away from this building as it projects beyond the existing rear wall of no.4. The building has been redesigned throughout the application process so that it maintains a clear 45 degree angle between the built form and the rear facing windows of no.4 and the building continues to taper further away as it continues rearwards into the site. The separation distance from this building would be an improvement on the current arrangement however it is conceded that the building would be much deeper when viewed from the rear of no.4. As the building tapers away from the boundary with no.4 as it continues rearwards, it is not considered to have a significantly overbearing impact upon the adjoining property. The development has also been designed to ensure that it does not project beyond significantly beyond the existing rear wall of the adjoining property to the east (no.50 Morland Avenue). The applicant has undertaken

a solar study which forms part of the Planning Statement demonstrating that, although some additional overshadowing would occur when compared to the existing situation, the design and massing of the development is such that any impact has been minimised and that the impact would not be significant upon the amenities of the occupiers of this adjacent building.

- 8.13 The proposed fenestration on the building has been designed to ensure that the windows do not have any undue impact upon the privacy of the adjoining occupiers (no.4 Vincent Road or no.50 Morland Avenue). All upper floor north east facing windows are capable of being obscure glazed (as they serve non-habitable rooms) or are high level to prevent an outlook upon the rear garden space of no.4. Obscure glazing can be controlled by planning condition. All other habitable room windows and balconies would maintain a generous separation distance from the existing properties on the other side of Vincent Road and no windows would directly overlook the rear garden of no.50 Morland Avenue.
- 8.14 With regards to potential noise impact from future occupiers, although the residential density on the site would increase the building would need to meet current Building Regulations standards which include relevant sound proofing measures. Therefore, it is not considered that seven residential units in an already dense urban location would result in a significant increase in noise disturbance to warrant the refusal of permission on these grounds. Noise and disturbance during construction works would be controlled by Environmental Health legislation relating to hours of construction and the need for site hoardings and are therefore not material planning considerations.
- 8.15 There is a separation distance of over 14 metres between the proposed building and the properties on the other side of Vincent Road and over 17 metres from the properties on the other side of Morland Avenue. In addition, there would be a significant separation distance from the existing properties in Leicester Road (approximately 20 metres at its closest point) and, given the proposed separation distances and window arrangement, the development would not have a significantly detrimental impact upon the amenities of the occupiers of the properties in either Vincent Road, Morland Avenue or Leicester Road. There would be no significant harm arising to any other residential amenity in the immediate locality.
- 8.16 With regards to third party comments not addressed above, concern was raised regarding the impact that the development would have upon the local doctor's surgeries and school place provision. Given the overall scale of the proposed development and the fact that only four family units are to be provided, it is not considered that the development would have a significant impact upon doctor's surgery and school provision to warrant the refusal of permission on these grounds. In addition, the development would be subject to the Community Infrastructure Levy (CIL), which would contribute financially to both health and education infrastructure.

Transport

- 8.17 The application site is in an area with a Public Transport Accessibility Level (PTAL) accessibility rating of 2 indicating moderately poor access to public transport links and an enhanced reliance on private motor vehicles. It has been noted that a Controlled Parking Zone (CPZ) extension has recently been implemented as of 18th March 2019 which now restricts on street parking within the vicinity of the site. Following an examination of census data (2011) for car ownership associated with flats in the

Addiscombe Ward, it indicates the average car ownership for flats to be 0.45 cars per unit. Without any controls on car ownership, the expected car ownership for the development would be around 3 to 4 cars. Following a site inspection, it is considered that there is significant parking stress in the area and, although no parking stress survey was submitted with the application, the Council recommend that the applicant is required to enter into a Section 106 agreement preventing residents of the development from applying for on-street parking permits. In addition, given the parking stress which exists in the area, a Construction Logistics Plan would also need to be submitted and approved prior to the start of construction and this could be secured by planning condition.

- 8.18 The proposal does include a car club space with electric charging and this approach is welcomed. It is appropriate for the developer to either lay out the on-site car club bay (at the developers expense) or provide a contribution to the Council to undertake the works. The developer should also provide funding for car club membership for all residents for a period of 3 years from first occupation and also requested that the car club parking space is accessible to the public (i.e. not gated). These requirements can be secured via the Section 106 agreement if permission is granted and this is considered to adequately mitigate the potential for additional parking stress.
- 8.19 Covered secure cycle storage is provided in accordance with the standards set out in the London Plan. Cycle parking is shown to be integral to the building and close to the main entrance with the capacity for 11 cycles to serve the future occupiers. The capacity of this store would meet London Plan requirements to serve future occupiers and would be secured by condition to ensure that it continues to conform with London Plan standards.

Refuse storage

- 8.20 Refuse storage is proposed to be integral to the fabric of the building and would be located close to the junction of Vincent Road and Morland Avenue. As it is integral, it would have no impact upon the character or appearance of the area and its location would be acceptable for refuse collection purposes. The agent has provided a layout plan showing that the capacity of this store would meet with the Council's latest Waste and Recycling Guidance and the implementation and retention of this would be secured by planning condition. The Council would require this area to be accessible for future refuse collections and access to the bin store would need to be arranged with the Waste and Recycling Team prior to completion of the development.

Sustainability

- 8.21 Conditions would be imposed requiring a 19% carbon dioxide emission reduction target and a water use target of 110L per head per day, in line with policy requirements. No renewable energy provisions have been shown on the submitted documentation however such provision will be secured by planning condition.

Flood Risk

- 8.22 The site itself is within an area which is at 'very low' risk of surface water flooding. Surface Water Drainage is proposed to be addressed via a combination of existing main sewer connections located on Vincent Road and SUDs in the form of permeable paving in order to disperse surface water and reduce water run-off. This approach is

considered to be acceptable and the provision of SUDs can be controlled via a suitably worded planning condition.

Trees and Ecology

- 8.23 The proposed development would involve the loss of an on-site tree. The existing street trees are proposed to be retained. Arboricultural information submitted with the application has been assessed and the Council considered that the street trees to be retained can be adequately protected from damage during the construction phase and that the loss of an on-site tree can be adequately mitigated by the planting of a further three street trees which have been spread evenly across the site frontage and take into consideration the positioning of the existing street trees to maximise the spread and visual uplift from the roadside. The positioning of the trees will ensure safe access and egress from the car club space and would also allow refuse to be collected without causing access issues. In conclusion, the development would be acceptable from a tree perspective and the implementation of the street trees, including an appropriately chosen species, would be controlled by planning condition. It is not considered that the positioning of the proposed building would have a detrimental impact on the health (or future risk of intensive pruning) of the existing or proposed street trees.
- 8.24 The site does not have any known biodiversity or ecology designations. As such, it is considered that the development would not have any undue impact upon ecology or biodiversity. The landscaping for the development would be subject to a planning condition.

Conclusion

- 8.25 The proposal would result in the optimal redevelopment of the site which would contribute to local housing need by providing a total of seven new homes within the Borough. The development would not be significantly harmful to the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking and energy systems are all acceptable in principle and can be secured by condition. It is therefore recommended that planning permission is granted.
- 8.26 All other relevant policies and considerations, including equalities, have been taken into account.

This page is intentionally left blank