

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04933/FUL
 Location: 77 Northampton Road, Croydon, CR0 7HD
 Ward: Addiscombe East
 Description: Erection of a two storey side extension with a rear dormer and two storey rear extension, conversion of dwelling into five flats. Surrounding amenity space provided along with parking.
 Drawing Nos: Location Plan, A3/01 REV A, A3/02 REV A, A3/03 REV A, A3/06 REV B, A3/07 REV B, A3/08 REV A, A3/09 REV A, A3/10 REV A, A3/11 REV A and A3/12 REV A.
 Applicant: JA Associates
 Case Officer: James Udall

	1B 1P	1B 2P	2B 3P	2 B 4P	4B	Total
Existing Provision					1	1
Proposed Provision	0	1	3	1	0	5

Number of car parking spaces	Number of cycle parking spaces
4	8

1.1 This application is being reported to committee because objections above the threshold set out within 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. No above ground works until details of facing materials supplied to and approved by the Local Planning Authority.
- 3. Details to be supplied for: Refuse/Cycles/Boundary/Floor levels/Child play space/lighting.
- 4. Car parking to be carried out as specified in the application.
- 5. The first floor flank windows shall be obscure glazed and fixed shut up to a point 1.7m above internal floor level.

6. Hard and soft landscaping to be submitted.
7. 19% reduction in CO2 Emissions to be achieved.
8. 110l water use target to be achieved.
9. Provision of details of visibility splays
10. Details of construction logistics plan
11. Compliance of ground floor units with M4(2) of Building Regulations
12. 3 year time limit
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Code of construction 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

3.1 The proposal includes the following:

- Erection of a two storey side extension with a rear dormer window.
- Erection of a two storey rear extension with a gable roof.
- Conversion of the extended building into 1 x one bed (1 person), 3 x two bed (3 person) and 1 x 2 bed (4 person) flats.
- Provision of associated refuse/cycle stores

Site and Surroundings

3.2 The application site is a large detached property located on the western side of Northampton Road. The property is set back from the road in line with other properties in the street. The dwelling is characterised by a single storey front projection which forms a bay window and a front porch. The plot is wider than those in the immediate vicinity.

3.3 Whilst there is no distinct style in regard to the properties along Northampton Road, the majority of properties along this section are generally two storeys in height.

Planning History

3.4 The most recent and relevant planning history associated with the site is as follows:

- 17/05740/LP – Alterations, Demolition of existing garage and erection of double storey side/rear extensions and roof alterations – Application withdrawn.
- 18/01362/LP - Demolition of side and rear extension and detached garage and erection of single storey side extension and first floor rear extension – Certificate of Lawfulness Granted.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions the proposed development would not have an adverse impact on the extent of flood risk
- Sustainability aspects can be controlled by conditions

5.0 LOCAL REPRESENTATION

5.1 The application has been publicised by 29 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 26 Objecting: 28 Supporting: 0 Comment: 0

5.2 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:

Objections:

- Out of keeping with character of the area
- Too many bins leading to smells
- Obstruction
- Noise
- Parking/Highways
- Overdevelopment
- Loss of privacy
- Loss of outlook
- The garden appears to have Japanese knotweed (Officer Comment: This is not a material planning Consideration).
- Loss of a house
- Impact on trees
- Impact on housing supply

- The applicant's details are unclear (Officer Comment: This is not a material planning Consideration).
- The development is too dense for area

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the New Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

6.2 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;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

6.4 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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion

- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

6.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM35 – Addiscombe

6.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The principal issues of this particular application relate to:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues;
- h) Archaeological Priority Zone (APZ); and
- i) Other matters

The Principle of Development

7.2 The London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

- 7.3 Concerns have been raised by neighbouring occupants that the proposal would result in a loss of a family dwelling which would have an adverse impact on housing supply. The Croydon Local Plan seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130sqm. The existing unit is a 4 bed and would be significantly in excess of this floor space threshold. Furthermore, the proposal would include a 2 bedroom 4 person family sized residential dwelling. The overall mix of accommodation, is therefore acceptable.
- 7.4 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 4 and as such the London Plan indicates that the density levels ranges of 200-350 habitable rooms per hectare (hr/ha) and the proposal would comply with this range at approximately 282 hr/ha.
- 7.5 Furthermore, whilst it is of limited weight at present, it is significant that the draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers. Addiscombe has been identified (within the Croydon Local Plan) as an area of 'sustainable growth with limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness'. This would accord with the policy aims.
- 7.6 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.
- 7.7 The requirement to deliver affordable housing is triggered on major development only (10 or more units) and officers are satisfied that the number of units proposed in this particular case is acceptable and appropriate for the site.

The Character of the Area and Visual Amenities of the Street-scene

- 7.8 Concerns have been raised by neighbouring occupants that the proposal would appear out of keeping for the area. The proposal seeks to erect a two storey side extension with a rear dormer and a two storey rear extension with the conversion of the extended dwelling into 5 flats with surrounding amenity space provided along with parking. The scheme would retain the appearance of a large detached property to reflect the character of the street-scene. The existing property is not protected from demolition or conversion by existing policies.
- 7.9 The ridge height of the proposed two storey side extension would be set down approximately 1.15m from the ridge height of the existing roof. Furthermore the proposed two storey side extension would be set back approximately 3.9m from the front building line of the host dwelling. The proposed side extension would therefore appear subservient to the existing dwelling, which is acceptable. The proposed side extension would have a dormer window in the rear roof slope. The dormer would have a width of 1.5m and a height to the eaves of 1m rising to a maximum height of 1.647m. It would have a gable roof and due to its size, siting and design, it would not over dominate the roof the extension.



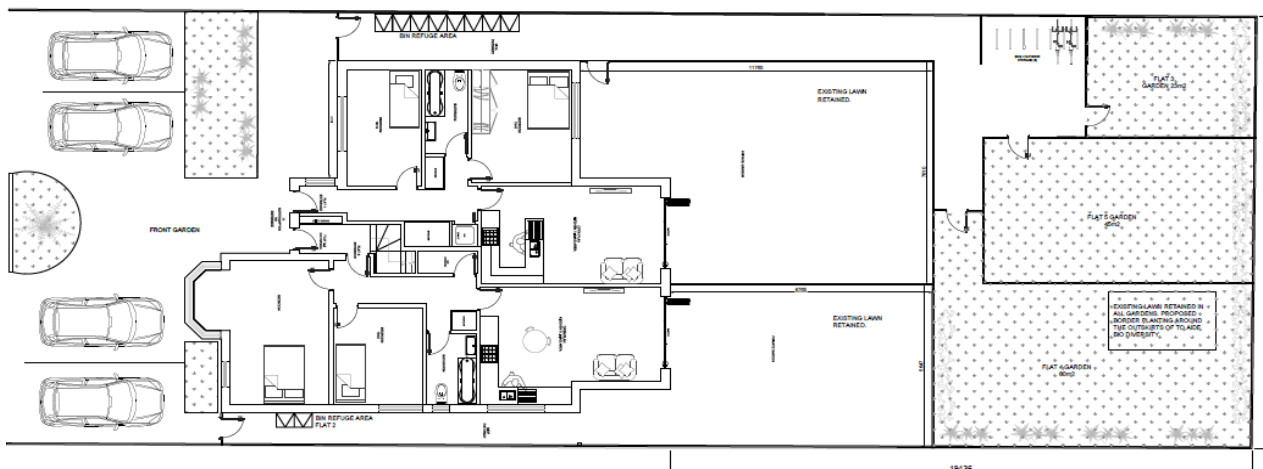
7.10 The proposed two storey rear extension would have a depth of 3m, a width of 8.245m and a height of 8.76m. The roof of the extension would be set down approximately 0.96m from the ridge of the host dwelling which would allow the extension to appear subservient to the existing property.

7.11 It is also noted that a Certificate of Lawfulness has been issued with regards to a similar extension (LPC Ref: 18/01362/LP) and there has been no material change in permitted development rights since, which would now make the granted rear extension unlawful. The existence of this fall-back position is a material consideration.

7.12 Therefore, given that a very similar extension could be erected without planning permission, with the only differences being a change in the rear facing windows, it is considered that this element of the scheme is acceptable.

7.13 The proposed extensions would be appropriate in terms of the bulk and mass, and the overall approach to the design of the building would be acceptable. The design of the extensions would be traditional in form.

7.14 The extended building would retain the existing front building line with the result that the proposal would align favourably alongside the neighbouring properties in Northampton Road. The development would also relate satisfactorily to the neighbouring rear building line.



- 7.15 The width of the development would be appropriate, given that the scheme would be set off 1.3m from the boundary with No.75 and approximately 1.2m from the boundary with No.79.
- 7.16 The front of the site would allow for 4 off street parking spaces for the new dwellings. The details of the forecourt onto the application property would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 7.17 Whilst the appearance of the development from the street scene is generally acceptable, specification and samples of external materials would need to be conditioned. Having considered all of the above, against the backdrop of housing need, Officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

The Amenities of Neighbouring Occupiers

- 7.18 The properties that have the most potential to be affected are No. 75 Northampton Road and No.79 Northampton Road.

No.75 Northampton Road

- 7.19 The orientation of the extended dwelling building would reflect the siting of No.75.
- 7.20 Concerns have been raised by local residents that the proposal would harm the privacy and outlook of neighbouring occupants. No.75 has a number of windows on the flank elevation facing No.77, at ground floor level which serves habitable rooms. There is an adjoining close board fence which runs along the boundary, which would mitigate any issues of overlooking from/to the ground floor windows. The flank elevation of 75 also contains two upper floor windows which one which serves a bedroom and the other a bathroom.
- 7.21 The proposed two storey side extension would not have any ground floor level flank windows with the result that Flat 1 would not harm the privacy of neighbouring occupants. The proposed extension would have two first floor windows in the flank elevation facing No.75. The plans show that the windows would be obscure glazed and fixed shut up to a point 1.7m above internal floor area which would ensure that the proposed windows would not harm the privacy of neighbouring occupants. This could also be controlled by the imposition of a suitable worded planning condition.
- 7.22 The proposed side extension would have one roof light in the flank roof slope. This roof light would face upwards at an angle and would therefore not harm the privacy of neighbouring occupants. Due to its size and design the proposed side extension would not harm the outlook and daylight of neighbouring occupants.
- 7.23 SPD2 on householder extensions advises that two storey rear extensions should be no greater in depth than 3m and should not encroach over a 45 degree angle taken from the rear windows of neighbouring properties. The proposed two storey rear extension would follow this advice with the result that it would not harm the outlook or daylight of neighbouring occupants at No.75.
- 7.24 The proposed two storey rear extension would not have any flank windows which would harm the privacy of neighbouring occupants. The extension would have one

roof light in the flank roof slope. The roof light would face upwards at an angle with the result that it would not harm the privacy of neighbouring occupants.

7.25 Whilst there would be a degree of mutual overlooking – across rear gardens, this is not uncommon in a suburban situation and exists at the site at present. 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 the occupiers of this neighbouring property.

79 Northampton Road

7.26 It is not proposed to create any new windows in the flank elevation facing No.79. Two existing first floor windows would be obscure glazed and fixed shut up to a point 1.7m above internal floor area which would better protect the privacy of neighbouring occupants compared to the existing situation. It is noted that it is proposed to create three roof lights in the flank roof slope facing No.79. These roof lights would face upwards and would therefore not harm the privacy of neighbouring occupants.

7.27 As previously noted above SPD2 on householder extensions advises that two storey rear extensions should be no greater in depth than 3m and should not encroach over a 45 degree angle taken from the rear windows of neighbouring properties. The proposed two storey rear extension would follow this advice with the result that it would not harm the outlook or daylight of neighbouring occupants at No.79.

7.28 The proposed two storey rear extension would not have any flank windows which would harm the privacy of neighbouring occupants. The extension would have one roof light in the flank roof slope. The roof light would face upwards at an angle with the result that it would not harm the privacy of neighbouring occupants.

7.29 Whilst there would be a degree of mutual overlooking – across rear gardens, this is not uncommon in a suburban situation and exists at the site. 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.

7.30 Concerns have been raised that the proposal would result in noise, poor smells (through the provision of the bins) and disturbance. Given that the proposal is for a residential use in a residential area for a limited number of flats, whilst the number of occupants would increase from the existing situation, the proposed development would not result in an unacceptable level of noise, light or air pollution from an increased number of occupants or bins on the site.

The Amenities of Future Occupiers

7.31 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standards.

7.32 With regard to external amenity space, the London Housing SPG states that a minimum of 5 square metres of private outdoor space should be provided for 1-2

person dwellings and an extra 1 square metres for each additional unit. Each of the units would have access to their own private amenity space in excess of the relevant size requirements.

- 7.33 The local plan also requires all flatted development to provide new child play space to be provided for the scheme itself. In terms of the child play space one bedroom units must provide a minimum of 0.3sqm of play space, two bedroom units must provide a minimum of 1.2sqm of play space and three bedroom units must provide a minimum of 4.6sqm. The units have private amenity space significantly greater than the amount required to comply with standards with the result that the child play space can be accommodated into the proposed private amenity space.
- 7.34 There is level access to the site from the front allowing both the ground floor units to be accessible and there is sufficient space for one of the car parking spaces to be dedicated to disabled use. Given the limitations of the footprint in order that the scheme remains in keeping with the surrounding area, it is considered that one of the ground floor units should be M4(2) adaptable. This has been added as a condition.

Traffic and Highway Safety Implications

- 7.35 Concerns have been raised by neighbouring occupants over parking the highway as a result of the proposed development. The Public Transport Accessibility Level (PTAL) rating is 4 which indicates good accessibility to public transport and good access to local amenities. Policy DM30 of the Croydon Local Plans states that new development should have a maximum of 1 space per unit. Amended drawings have been received which shows a total of 4 parking bays would be provided for the site which would be slightly less than the maximum number Policy DM30 recommends and is acceptable in this location.
- 7.36 Furthermore as previously stated the application site is located within an area with a good PTAL level in close proximity to Bus/Tram stops and shops. Officers are satisfied that this level of off street car parking should help in the promotion of more sustainable travel.
- 7.37 The London Plan states that each dwelling should have two cycle spaces. The submitted drawings would create 8 cycle spaces which would not strictly comply with the London Plan. However, there would be capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this can be secured through a condition.

Sustainability Issues

- 7.38 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.

Trees

7.39 Concerns have been raised that the proposal would harm nearby trees. The proposed works would not be close to any nearby trees. No objections are therefore raised in this regard.

Other Matters

7.40 The site is not located in within Floodzone 2 or 3 (statutory designation) but does fall within a low 1000 yr surface water designation. The proposal would include water butts and this combined with the amount of works proposed would result in the risk of flooding being relatively low. It is considered that the proposal would be unlikely to result in a significant difference or risk of flooding compared to the existing situation and the proposed mitigation is considered acceptable.

7.41 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway, particularly given the location of the nearby school. As such 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 Northampton Road.

Conclusions

7.42 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape 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.

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