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**CROYDON
COUNCIL**

London Borough Croydon

Scale 1:1250

21-Nov-2017



PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: [17/04385/FUL](#) (*Link to associated documents on Planning Register*)
 Location: 96A Riddlesdown Road, Purley CR8 1DD
 Ward: Purley
 Description: Demolition of the existing building and the erection of a two storey building including basement and with additional accommodation in roofspace comprising of 5 x two bedroom flats and 3 x three bedroom flats: formation of associated access, and provision of 8 parking spaces, cycle storage and refuse store BX16-S1-102;
 Drawing Nos: BX16-S1-103D; BX16-S1-104; BX16-S1-105; BX16-S1-106; BX16-S1-107; BX16-S1-108; BX16-S1-109; and BX16-S1-110.
 Mr Rafael Porzycki (Aventier Ltd)
 Applicant: N/A
 Agent: Robert Naylor
 Case Officer:

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	0	5 (3 person)	3 (4 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
8 (including one disabled space)	16

1.1 This application is being reported to committee because the ward councillor Brew and Riddlesdown Residents Association made representations in accordance with the Committee Consideration Criteria and requested committee consideration and 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/Boundary/Electric vehicle charging point to be submitted
- 4. Car parking provided as specified
- 5. Obscured glazed windows
- 6. No additional windows in the flank elevations
- 7. Hard and soft landscaping to be submitted to incorporate SuDS

8. 19% Carbon reduction
9. 110litre Water usage
10. Permeable forecourt material
11. Section 278 Agreement required
12. Visibility Splays
13. Construction Logistics Plan to be submitted
14. Time limit of 3 years
15. 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) Code of practise for Construction Sites
- 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 house
- Erection of a two storey building including basement and with additional accommodation in roofspace
- Provision of 5 x two bedroom flats and 3 x three bedroom flats fronting Riddlesdown Road.
- Provision of 8 off-street spaces with associated access via Riddlesdown Road.
- Provision associated refuse/cycle stores

Site and Surroundings

- 3.4 The application site is a large detached property located on the western side of Riddlesdown Road located within a fairly generous plot. The topography of the site is very undulating with the ground sloping away from south to north and also sloping up from east (front) to west (back) of the property. The existing property sits on an elevated position with a garage at the front of the site, which is lower than the host property, and the rear garden set up significantly higher than at the front of the property.
- 3.5 The surrounding area is mainly residential area and the current host property and many of the properties here occupy fairly generous plot sizes. There is no distinct style in regard to the properties along Riddlesdown Road and the host property appears to be a more modern interpretation of the existing properties. The majority of properties appear to be single family dwellinghouses.
- 3.6 The site is located within an archaeological priority zone (APZ), Riddlesdown Road is a Local Distributor Road and a small section of the site is located within an area of surface water flood risk.

Planning History

3.7 There is no planning history associated with the site.

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 and is similar to a recent approval at 122 Riddlesdown Road (Ref: 17/02724/FUL).
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- 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 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 35 Objecting: 32 Supporting: 2 Comment: 1

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:

- Not in keeping with the surrounding area
- Spoil the visual amenity
- Inadequate parking spaces
- Increase in traffic
- Over development
- Poorly designed
- Impact on road safety
- Loss of privacy/overlooking
- Increase in noise and disruption
- Increase impacts on local infrastructure
- Description of the development is misleading
- Loss of trees and vegetation

6.3 Ward Councillor Simon Brew has made the following objection to the scheme:

- Poor quality of information supporting the application.
- Misleading description of the number of storeys
- Incorrect PTAL rating
- Over intensification of the existing residential area
- Detrimental impact upon residential amenity;
- Too dominant in visual perspective
- Out of character with the existing streetscape.
- Overshadowing
- Car parking causes unacceptable harm to the setting of building and the character of the local area
- Not enough parking on-site
- Loss of family home and affordable homes
- Community Infrastructure Levy will make provision for additional infrastructure

6.4 Riddlesdown Residents' Association (RRA) have objected to the scheme and made the followings representations:

- Poor quality of information supporting the application
- Misleading number of storeys
- Incorrect PTAL rating
- Over intensification within the existing residential area
- Unacceptable bulk size and massing
- Detrimental impact on amenity
- Lack of disabled facilities
- On/off site car parking
- Impacts on the Local Distributor Road
- Loss of family home
- Refuse arrangements
- Fire Risk
- Flooding impacts
- Cumulative impact of applications for flats

6.5 Two letters of support has been received suggesting:

- Protects the green belt by making better use of existing developed land.
- Designed to be in keeping with the houses in the area
- Respects the separation distances between houses
- Protects the privacy of adjoining neighbours by way of design and position of windows.
- Provides adequate on-site parking
- Provides an alternative mix of homes
- Provides jobs

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) was approved by Full Council on 5th December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3rd February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council are consulting on these modification during the period 29th August – 10th October 2017.

7.9 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted.

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. Archaeological Priority Zone (APZ)
9. 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 application is for a flatted development providing 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 3 x three bedroom units, which the borough has an identified shortage of, and is seeking to provide throughout the borough.
- 8.3 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

- 8.4 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 property and the erection of a new flatted development that would consist of 8 units (five x 2 bedroom units and three x 3 bedroom units).
- 8.5 The application is very similar in size and scale to a recently approved scheme at 122 Riddlesdown Road (Ref: 17/02724/FUL). Representations have been made in respect to the description of the development in that the application should be defined as a four storey development. Whilst it is acknowledged that the proposal would consist of units being located within a basement level and the roofspace, the appearance of the property from the front would be akin to a two storey property, given that the eaves and ridge heights are similar to the adjoining properties. In terms of character and appearance the property would read more as a large detached house 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 traditional styled appearance consisting of three gables to the front elevation and two bay elements in order to appear in keeping with the main streetscene with appropriate materials (plain clay hung tiles, render, white timber framed windows and clay roof tiles) with an adequate balance between brick and glazing and appropriate roof proportions. The main front element contains a traditional feel, and will consist of gabled bays which are features of the surrounding area and the eaves height similar to the adjoining properties would fit into the wider townscape.
- 8.7 The main differences between the existing property and the proposal is highlighted by the increase in the height and the depth of the new building. In terms of the height the ridge line has been increased by approximately 1.5m. Given the topography of the site and the fact that both adjoining properties at 96 and 98 Riddlesdown Road are higher than the existing building the proposed height is appropriate in this case. In respect to the increase in the depth footprint will increase to accommodate the large rear extension at the site which consists of a lower and upper ground floor level which is comparable to a large householder rear extension. However, 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 Currently there is no basement underneath the existing dwellinghouse, however the site is built in a steep slope meaning that the rear garden is significantly higher than the roadside to the front of the property. The proposed scheme is to build a basement under its entire footprint with a moderate projection at the rear to create semi-private amenity areas for the units located at this level. There are examples along Riddlesdown Road where the slope has been utilised for garages and retaining walls, and as such the principle of an additional subterranean level is acceptable.
- 8.9 The application site has a large rear garden which is not visible from the public highway or any public vantage points. The alterations at the rear of the site including the two storey (partially subterranean) rear extension would have limited visual impact on the character of the locality due the indirect visibility available from public view. The rear element has been designed to appear subservient to the main property and has been set off the side boundaries and the upper floor has been set back from the rear, again to provide a degree of subservience.
- 8.10 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 frontage would be given over to hard-standing to allow for off street parking for the new dwellings, however there are areas of soft landscaping at the ground floor and along the boundary of the site. This would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 8.11 Given the overall scale of the development, the extent of hardstanding would not be excessive. The site offers sufficient opportunities for soft landscaping to the rear and Riddlesdown Road frontage as well as between the proposed development and the neighbouring property to the rear.
- 8.12 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be slightly in excess of this range at 210 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.13 The application site is a substantial plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough including the recently approved scheme at 122 Riddlesdown Road. The scale and massing of the new build will generally be in keeping with the overall scale of development found in the immediate area and the layout of the development respects the pattern and rhythm of neighbouring area, and would result in a high quality design that does not detract from the character of the area.

8.14 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.

Housing Quality for Future Occupiers

8.15 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:

Unit	Bedrooms	GIA	NDSS requirement (GIA)
1	2	70 sqm	61 sqm
2	3	71 sqm	74 sqm
3	2	74 sqm	61 sqm
4	2	62 sqm	61 sqm
5	2	81 sqm	61 sqm
6	2	81 sqm	61 sqm
7	3	81 sqm	74 sqm
8	3	81 sqm	74 sqm

8.16 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 3 x three bed roomed units. 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. Units 1-4 have access to private amenity space in excess of minimum standards, whilst the remaining properties have access to the communal gardens at the rear of the site. The proposal has been designed to be in keeping with the surrounding area; the provision of private balconies is not a feature of the area and has the potential to impact on the amenities of the adjoining residents, as no private balconies/terraces are proposed.

8.17 In terms of accessibility, level access would be provided to the front door and there is a lift installed in the property for access from the lower ground floor level to the upper floors as necessary and an external lift for access to the rear garden, ensuring that the proposal is fully accessible. A disabled space is proposed for the parking area.

8.18 The development is considered to result in a high quality development offering a variety of housing types including 3 x 3 bedroom units all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.19 In terms of the proposal the properties that are most affected adjoining properties at 96 and 98 Riddlesdown Road and the property adjoining the site to the rear at 52 Oakwood Avenue.

Impact on 96 and 98 Riddlesdown Road

8.20 The front building line of the proposal has been replicated and would be generally consistent with the existing properties on Riddlesdown Road. The main building will be set off both adjoining properties by at least 3.0m. The main new bulk of the proposal

adjoining these properties is experienced at the rear of the site with the basement and ground floor extensions. These elements have been centrally positioned and are in excess of 4m from both boundaries. Both properties adjoining the application site have a retaining wall with close board fencing and extensive vegetation along the boundaries, which should mitigate any issues of overlooking from the rear ground floor windows as the basement windows will not have any impact.

- 8.21 The ground floor flank elevations do contain windows serving habitable rooms however given the land level and the existing and proposed boundary treatments it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. There are no windows on the flank elevation at first floor levels. Nevertheless it is considered prudent to condition the application to the proposed fenestration to ensure that any future overlooking is mitigated along the flank elevations.
- 8.22 Both numbers 96 and 98 Riddlesdown Road have windows in the flank elevations adjoining the proposed site. Planning permission was granted in 2007 at number 98 Riddlesdown Road for the erection of single/two storey side extension which indicates that the upper floor windows serve non habitable rooms including a w/c and a stairwell.
- 8.23 There are a number of windows in the first floor flank elevation at number 96 Riddlesdown Road which appear to serve bedroom windows although these rooms appear dual aspect. There is also a large side dormer in 96 which serves a habitable room. The proposal includes no flank windows in the upper floors of the proposal, although there are rooflights on the flank roofs, 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.
- 8.24 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location and would not be over and above that currently experienced from 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.

Impact on 52 Oakwood Avenue

- 8.25 Given the topography of the site (sloping away from this site), the separation between the properties in excess of 50m and the significant landscaped boundary located between the this property and application site, this relationship is acceptable.
- 8.26 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 not visually intrusive or result in a loss of privacy.

Access and Parking

- 8.27 The location has a PTAL level of 1a 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 unit would benefit from eight off street parking spaces including one designated disabled bay. However, the scale and nature of the development is such that it is likely to have a negligible impact adjoining highway network.

- 8.28 Maximum car parking standards as described in Appendix 2 of the Croydon UDP state that a maximum of 12 car parking spaces should be provided for the scheme as a whole. The Strategic Transport team has no objection in principle. 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.
- 8.29 The applicant is proposing a single vehicle access and it is prudent to attach a condition to ensure that highway visibility splay standards are incorporated. The applicant would need to enter into a Section 184 agreement with Network Maintenance to construct the new crossover and remove the existing crossovers.
- 8.30 Cycle storage facilities would comply with the London Plan (which would require 16 spaces) as these are secure and undercover. However, consideration should be given to a more conventional layout with cycles attached to stands as it is sometimes difficult for wall stands to be used. 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.
- 8.31 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.32 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.
- 8.33 The site lies within a critical damage flood risk area and is sloping. 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

- 8.34 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.
- 8.35 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.
- 8.36 With regard to wildlife, 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.

Archaeological Priority Zone (APZ)

8.37 The application site is located in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: London to Brighton Roman Road. The Archaeological Priority Area was defined in the 2016 Archaeological Priority Area Review. The scheme has been reviewed by Greater London Archaeological Advisory Service (GLAAS) who have concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and that no further assessment or conditions are necessary.

Other matters

8.38 Representations have been received raising issues of fire safety at the site, this is a building control matter.

8.39 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 Riddlesdown 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.

8.40 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

8.41 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.

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