



PART 5: Planning Applications for Decision

Item 5.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: [17/03384/FUL](#) (link to associated documents on Planning Register)
 Location: 96 Bridle Road, Croydon, CR0 8HF
 Ward: Shirley
 Description: Erection of an attached two storey 4 bedroom dwellinghouse (including accommodation in the roofspace) with associated parking, bin store, cycle stores and landscaping
 Drawing Nos: 17176/01, 17176/02, 17176/03, 17176/04, 17176/06, 17176/07, 17176/08 Rev A, 17176/09, 17176/10, 17176/11, 17176/12, 17176/13
 Applicant: Mr J Taylor
 Agent: Mr W Pierson of PD Planning UK Ltd
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed	4 bed
Houses				1

Number of car parking spaces	Number of cycle parking spaces
2	3

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

2.0 RECOMMENDATION

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

Conditions

- 1. In accordance with the approved plans
- 2. Details of refuse/cycle stores and visibility splays to be approved
- 3. External facing materials to be approved
- 4. Hard and soft landscaping to be approved (to incorporate SuDS)
- 5. Water usage off 110L per head per day and 19% carbon dioxide reduction
- 6. Removal of permitted development rights
- 7. Commence within 3 years
- 8. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Code of practise for construction sites

- 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 an attached two storey four bedroom house
- Associated parking accessed via Bridle Road and Worcester Close
- Refuse and cycle store to host and new property
- Associated hard and soft landscaping

Site and Surroundings

3.2 The application site lies on the western side of the Bridle Road and is currently occupied by a two storey inter war detached property. The property is currently undergoing redevelopment that is substantially completed and which appears in accordance with the lawful development certificate granted in 2017 (see Paragraph 3.7).

3.3 The surrounding area is residential in character and comprises two storey semi-detached and detached properties of the same period. There is no defined character of end properties or indeed the plot widths at road junctions.

3.4 The application site lies within an area at risk of surface water flooding and an archaeological priority zone as identified by the Croydon Plan.

Planning History

3.5 The following planning decisions are relevant to the application:

3.6 17/01638/HSE: erection of single storey side/rear extension
Approved but Not Implemented

3.7 17/00742/LP: Application for a lawful development certificate (proposed) for the erection of two storey rear extension and gable end roof extension with dormer extension in rear roof slope
Approved and implemented

3.8 16/02945/P: erection of two storey four bedroom detached house with accommodation in roofspace
Application Withdrawn

3.9 16/02860/P: erection of gable end roof extensions and dormer extension in rear roof slope and single storey rear extension.
Application Withdrawn

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of this part of Shirley.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards
- The highway impact upon Bridle Road and Worcester Close is considered acceptable
- Sustainability and flooding aspects can be controlled by condition

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of one or more site notices displayed 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 were as follows:

No of individual responses: 21 Objecting: 21 Supporting: 0

6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

- Noise and general disturbance
- Out of character/corner plot widths
- Visual intrusion
- Over development
- Parking congestion
- Poor design/ugly
- Loss of privacy
- Vehicular crossovers danger to safety of Bridle Road
- Loss of greenery

6.3 The following comments have been received but are not material to the determination of this application:

- Failure to comply with covenants
- Drainage/sewage issues
- Loss of view
- Damage to party wall

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:

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

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

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards

- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.5 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development
- T4 Cycling
- T8 parking
- H2 Supply of new housing

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination took place between 18th May and 31st May 2017. Policies which have not been objected to can be given some weight in the decision making process. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- Principle of development
- Townscape and visual impact
- Housing Quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability

Principle of development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Given that the site is located within a residential area, the principle of a residential development can be supported providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Townscape and visual impact.

- 8.3 The attached dwelling would be sited to the northern side of 96 Bridle Road and would follow the host property's two storey scale and massing sharing identical architectural detailing. The northern flank wall of the new dwelling would be sited 3 metres to the boundary with vehicular access from both Bridle Road and Worcester Close. The rear garden would be of a comparable size to the host property and that of the surrounding properties.
- 8.4 Representations have raised concerns in respect of the developments impact upon the character of the surrounding area namely the reduction in the width of the plot. There is a variety of housing types, sizes and plot widths at all road junctions within the vicinity. It is acknowledged that the northern flank wall of the new dwelling would extend beyond the front building line of Worcester Close. However, the siting of the new dwelling would not be detrimental to the wider character due to the varied development pattern of the immediate area. The siting of the dwelling to the northern boundary and a separation distance of 11 metres between the rear of the new dwelling and the flank wall of 1 Worcester Close would negate any perceived dominance. For these reasons the principle of the sub-division of the plot is not considered to result in material harm to the character and appearance of the surrounding area.
- 8.5 It is acknowledged that the design of the new dwelling takes its key from the extensions to the host property. These extensions have been carried out under permitted development (a Lawful Development Certificate was granted earlier this year). Given that these properties would form a pair of semi-detached properties at the road junction it is considered that such an approach is considered acceptable on balance. The alternative option to limit the size of the new dwelling would in effect make the extension to 96 Bridle Road appear unduly incongruous. The LPA are not convinced that a refusal on this basis could be justified on appeal and therefore the design solution is accepted.

Housing quality for future occupiers

- 8.6 The new dwelling would comply with internal dimensions required by the Nationally Described Space Standards and provide an acceptable standard of residential accommodation.
- 8.7 The new dwelling would have a good level of outlook with access to private amenity space and two parking spaces.
- 8.8 The development is considered to result in a quality development for future occupiers and is considered acceptable.

Residential amenity for neighbours

- 8.9 The new dwelling would be sited 11 metres from the flank wall of 1 Worcester Close at ground floor and 13 metres at first floor level. Given the siting in relation to the new dwelling the outlook from the development would be directly onto the flank wall of No1. This relationship has already been established by the host property. The separation distance varying between 11 and 13 metres would ensure that the development would not appear visually intrusive. The development is therefore not considered to harm the residential amenities of 1 Worcester Close and would comply the policies sited above.
- 8.10 The new dwelling would have the same footprint and form as the host property and as such the proposal would not impact upon the residential amenities of 96 Bridle Road.
- 8.11 No other properties are not considered to be affected by the development and the proposal is considered acceptable in this regard.

Transport

- 8.12 The application site lies within an area with a PTAL rating of 2 and has poor access to the public transport although bus routes 194 and 198 are less than a one minute walk from the site. Two parking spaces are provided with one located to the rear and accessed from an existing crossover within Worcester Close. Additional parking is proposed towards the front of the property and while this forms part of the application planning permission is not required to drop the kerb along Bridle Road (although this does not negate the need for consent from the highway authority). The provision of two parking spaces is therefore considered acceptable given the nature of the dwelling and the sites PTAL rating.
- 8.13 While representations have raised concerns over parking stress or congestion adequate parking provision is provided within the application site. Adequate space is provided for vehicles in the front to turn within the site and exit in a forward gear while pedestrian visibility splays could be secured through condition. The rear access as is existing.
- 8.14 Cycle and refuse stores would comply with the London Plan standards and are appropriately sited.

Sustainability

- 8.15 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.
- 8.16 The site lies within a surface water flood risk area as identified by the Croydon flood maps. The submission commits to permeable paving, high quality soft landscaping that takes into account the need to absorb rainwater and the incorporation of rainwater harvesting, tanks and for water butts. These details would be secured through condition.

Other Planning Issues

- 8.17 Representations have raised concerns in respect of impact upon local infrastructure such as sewers and drains although no evidence has been provided to demonstrate that the proposal would prejudice the existing sewage or drain network. There is a

requirement on utility services to make necessary provisions outside the planning process.

Conclusions

- 8.18 The proposal would result in the redevelopment of the site which would provide 1 additional family home in the borough. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured via condition.
- 8.19 All other relevant policies and considerations, including equalities, have been taken into account.