



PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 15/01811/P
 Location: 81 Purley Downs Road, South Croydon, CR2 0RJ
 Ward: Purley
 Description: Demolition of garage at rear; erection of 2 three bedroom semi-detached dwellinghouses fronting Penwortham Road; formation of vehicular access and provision of associated parking
 Drawing Nos: PR/PDR/81/02 (EXCEPT FOR THE DETAILED DESIGN OF THE NORTHERN HIGHWAY ACCESS), PR/PDR/81/04
 Applicant: Mr. Shandakumar
 Agent: H.A Plans & Design
 Case Officer: Billy Tipping

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	2	0

Number of car parking spaces	Number of cycle parking spaces
2	0

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

2 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) The development shall be carried out entirely in accordance with the approved drawings and other documents submitted with the application.
- 2) All new and external work and work of making good shall be carried out in materials to be agreed.
- 3) Bathroom windows to the rear to be obscure glazed and fixed shut to 1.7m in height.
- 3) Detailed design of northern access and landscaping, including visibility splays to be agreed.
- 4) Replacement tree planting to be agreed
- 5) Tree protection measures during construction to be agreed
- 6) Details of bikes and bin stores to be agreed
- 7) Removal of permitted development rights

- 8) Sustainability measures (19% CO2 reduction, 110 litres per head per day) to be agreed
- 9) The development shall be begun within three years of the date of the permission.
- 10) Any [other] condition(s) considered necessary by the Director of Planning, and

Informatives

- 1) Site notices removal.
- 2) Under the Community Infrastructure Levy regulations 2010 a financial payment will be required to Croydon Council and to the Mayor of London on commencement of the development.
- 3) Any [other] informative(s) considered necessary by the Director of Planning

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal would involve the demolition of a garage at the rear of the property and the erection of a two-storey building comprising two 3-bedroom semi-detached houses. The property has been designed with a modern roof pitch, appearance and materials. Both proposed properties would have a side garden and small rear garden and room for one vehicle to park off-street adjacent to the houses.
- 3.2 The application as originally submitted proposed 2 x 1 bedroom and 2 x 2 bedroom flats with two off street car parking spaces. Officers were concerned that this approach would have resulted in an overdevelopment of the site with poor standards of residential amenity for future occupiers. The amended scheme sought to overcome these concerns.

Site and Surroundings

- 3.3 The application site is occupied by a two storey detached building, with accommodation in the roof space, currently in use as a day nursery. The building is a prominent building on the corner of Purley Downs Road and Penwortham Road. The property has parking and an outdoor amenity space to the rear, adjoining Penwortham Road. The area is characterised historically by large detached residential properties, in a mix of styles. However some sites have been redeveloped to provide additional dwellings. To the north east of the site there is a flatted development and most properties on Penwortham Road are semi-detached. Purley Downs Road is classified as a London Distributor Road.
- 3.4 TPO 15, 2001 protects one tree on the site, identified on the drawings as T1.

Planning History

- 3.5 The following planning decisions are relevant to the application

12/02078/P – planning permission was granted on 2 July 2013 alterations in connection with the use of the property as a day nursery for a maximum of 47 children.

14/00734/P – planning permission was granted on 17 June 2014 for the use of the property as a day nursery for a maximum of 47 children (without compliance with

condition 3 – opening hours – and condition 4 – use of garden – attached to planning permission 12/02078P).

15/05387/P – planning permission granted on 04 August 2015 for the use of the property as a day nursery for a maximum of 47 children (without compliance with condition 6 – travel plan – attached to planning permission 12/02078/P).

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The applicant has demonstrated that the parking area is not required for the nursery. There are no other policies restricting use.
- 4.2 The pair of semi-detached houses are modern in design but respect the character of the area by following building lines and building heights.
- 4.3 There would be no significant impact on the amenity of 81 Purley Downs Road or the flats to the north. There would be an impact on 83 Purley Downs Road with some overlooking into the garden of that property. However due to location of windows, separation from the main house and that it is the rear end of the garden overlooked this would be on balance acceptable.
- 4.4 One TPO tree on the site would be removed to make way for the development. Additionally some trees to the rear would also be felled. The trees are considered to be important in the locality but not the wider area. A condition is recommended to secure replanting of the tree within the site and tree protection for the trees to remain beyond the site. With conditions, no significant harm would happen to the street trees to the front.
- 4.5 The development would be acceptable in terms of highway safety and traffic generation terms. The new access to the northern unit as currently shown would have an impact on the street trees to the front. A condition can secure that this be redesigned to use the existing dropped kerb which would be acceptable.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application was publicised by the erection of street notices in the vicinity of the site. The number of representations received from neighbours and local groups in response to publicity of the application were as follows:

No. of individual responses: 42, objecting 41, supporting 0
commenting 1.

No. of petitions received: 0.

- 6.2 Croham Valley Residents' Association have also objected to the application.
- 6.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:

- Overdevelopment,
- Out of keeping with the character of the area,
- Loss of sunlight,
- Loss of privacy,
- Loss of outlook,
- Increased noise and disturbance,
- Detrimental impact on nearby trees,
- Increased parking pressures, and,
- Highway safety.

7 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:

- Requiring good design.
- Promoting sustainable transport and requiring transport assessments

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

7.4 Consolidated London Plan 2015 (LP):

- 3.5 Quality and design of housing developments
- 7.4 Local character, public realm and streetscape
- 7.6 Good quality environment
- 6.3 Transport network

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

- SP2 Homes
- SP2.6 Choice of homes
- SP4.1 Design
- SP4.2 Residential amenity
- SP5.3 Community Facilities
- SP8.3 Transport network

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

- CS2 Community facilities
- H2 Supply of new housing
- UD8 Protecting residential amenity
- UD15 Provision of refuse storage
- T8 Transport Network
- NC4 Woodland, trees and hedgerows

7.7 There are relevant adopted Guidance as follows:

- London Housing Supplementary Planning Guidance 2015
- Nationally described Space Standards (Technical Housing Standards) 2013

7.8 The Partial Review of the Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been 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. 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 MATERIAL PLANNING CONSIDERATIONS

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

1. Impact on character and appearance
2. Impact on neighbouring occupiers
3. Residential amenity of future occupiers
4. Highways and parking
5. Sustainability and trees

Character and appearance

8.2 The proposal would be located on land to the rear of a day nursery which was previously used for parking. A previous planning application (LBC ref: 15/05387/P) considered whether this area was required as parking for the day nursery use and permission was granted for the nursery to continue to be used, without needing this space. As such, there are no previous applications or policies which constrain this site being available for development.

8.3 Being located to the rear of a detached property on Purley Downs Road and adjacent to flats on Penwortham Road, some flexibility can be applied to the design and appearance of the style of accommodation provided as the site falls at a point where the character is mixed. The proposal has a more contemporary appearance making use of a simplified, modern palette of materials, but is similar in proportions to a traditional semi-detached property of which there are many found in Penwortham Road.

8.4 The front building line is proposed to be located between the building line of the properties adjacent and the side elevation of 81 Purley Downs Road, forming a transition between the two buildings. The proportions of the building in terms of its width would be similar to semi-detached properties on Penwortham Road. As such,

whilst the design and appearance of the proposal would be different from the appearance of other buildings in the area, it would not appear out of keeping and would respect the characteristics of the building form found locally.

- 8.5 Additionally, the proposed roof would mean that the overall height of the building would be significantly lower than either adjacent building and would not be overly dominant in the streetscene. Sufficient detailing and quality of appearance is achieved through the use of two contrasting materials, over-sailing eaves and the porch element projecting to the front. The proposal is considered to be an appropriate addition to the character and appearance of the area.

Impact on neighbouring occupiers

- 8.6 The proposal would be 16.3m from the host property which is not in residential use. As such, the relationship is considered to be acceptable. No side facing windows are proposed above ground floor, so no significant overlooking would occur in any case.
- 8.7 The properties in 1-7 Beaufort Lodge adjacent have no side facing windows, although there are roof lights located in the slope facing the application site. Given the separation of the properties of approximately 9.5m and the low roof pitch, the proposal is not considered to give rise to a significant loss of light or outlook. The proposal does not extend further to the rear than these properties so there would be no significant impact on outlook in that direction.
- 8.8 The proposal would be 2.5m from the rear boundary which forms the garden for 83 Purley Downs Road. Given the height of the building and the depth of this rear garden, the building itself is considered not to have an overbearing impact on the residential amenity of that property. Being located to the north, the impact on sunlight and daylight is also considered to be acceptable. The proposal would give rise to some overlooking to the garden of 83 Purley Downs Road. To reduce this impact, no side windows are proposed which would look directly towards the rear elevation of no 83 and the number of rear, first floor windows has been minimised. Four are proposed, of which two serve bathrooms and would be obscure glazed, fixed shut which can be secured by condition. One bedroom to each unit would be located to the rear with windows towards the centre of the proposed building so that they would be 30m from the rear elevation of the neighbouring property. Officers are therefore satisfied that there would be no significant direct overlooking to the windows of 83 Purley Downs Road but that there would be some overlooking to the garden of that property. Being minimised to two windows, and with it being the rear of the garden which is overlooked, and as there is existing tree and vegetation cover in the affected property officers consider that, on balance, this is acceptable.

Residential amenity of future occupiers

- 8.9 The proposed units accord with the national described space standards and so would have sufficient internal floor area to be able to satisfactorily accommodate residents. The London Housing SPG requires 5m² of residential amenity space per new unit; significantly greater than that is provided. The amount of amenity space is smaller than neighbouring properties but the area to the side should allow for sitting out areas for residents and is considered to be acceptable.
- 8.10 All principle rooms would have satisfactory light and outlook and the units are considered overall to provide adequate amenity to future occupiers.

Highway safety and efficiency

- 8.11 Each unit would be provided with one parking space to the side. The proposal is in an area with a Public Transport Accessibility Level (PTAL) of 2 on a scale of 1-6a (6a being the most accessible areas) which is considered to be moderate. Further along Penwortham Road it is not unusual for houses to have no parking and in other places vehicles park on the forecourt of the property. As such, the proposed level of parking is considered appropriate for the local area.
- 8.12 The parking would, in practice, require vehicles to reverse on to the highway. Whilst this would temporarily result in an impact on highway movements, it is not considered to be significantly different from what happens elsewhere in the area or inherently unsafe and the number of vehicle movements per day would be low. The distance from the junction with Purley Downs Road from the proposed dropped crossing is considered to be appropriate.
- 8.13 The detailed design of the new dropped crossing for the northernmost unit conflicts with an existing street tree and does not demonstrate that adequate visibility splays would be provided and which would impact on adjacent street trees. However, there is an existing dropped crossing at this location which has adequate visibility splays. It would be preferable to retain the existing dropped crossing and so not result in new digging beneath adjacent street trees. This would be directly behind the parking space but further from the site boundary resulting in improved visibility. This can be controlled by condition to require the detailed design of this area to be submitted and approved prior to construction commencing.
- 8.14 A condition is recommended to secure cycle spaces and bin stores.

Sustainability and trees

- 8.15 There are trees located beyond the site to the rear and two street trees in close proximity to the proposed accesses. One tree on the site, T1, is protected by a TPO.
- 8.16 With the condition detailed above, there would be no adverse impact on the street trees following construction and a construction logistics plan can cover the impact during construction.
- 8.17 With regards to the protected tree, the applicant has demonstrated that it is not particularly visible in the wider area beyond the immediate locality. As such, with a condition to secure provision, the impact of its loss is considered appropriate. The trees to the rear also do not have a significant impact on the streetscene. The submitted arboricultural report identifies that two Grade B trees are needed to be removed and two Grade C trees are to be removed. This is considered acceptable.
- 8.18 Conditions would be imposed to secure 19% CO₂ reductions and water usage limits as required by policy.

Conclusions

- 8.11 Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.
- 8.12 All other relevant policies and considerations, including equalities, have been taken into account.