

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/02997/FUL
 Location: 33A Smitham Bottom Lane, Purley, CR8 3DE
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling and erection of a 2 storey building with accommodation within the roof space containing 1 x 3 bed, 6 x 2 bed & 2 x 1 bed apartments. Provision of associated parking, amenity space, cycle and refuse stores.
 Drawing Nos: SMTH/001, SMTH/100, SMTH/101, SMTH/110 Rev A, SMTH-111 Rev, SMTH/115 and SMTH/120 Rev A
 Applicant: Mr and Mrs Wilkinson
 Agent: Barry Hillman of Hillman Design Ltd
 Case Officer: Georgina Betts

	1 bed 2 person	2 bed 4 person	3 bed 4 person
Apartments	2	6	1

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9 (including 2 disabled bays)	16

1.1 This application is being reported to committee because the ward councillor (Cllr Simon Brew) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration.

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. Commence within 3 years;
2. Development to be carried out in accordance with the approved drawings;
3. Details in respect of (1) Visibility splays, (2) Security lighting, (3) Electric vehicle charging points (80% active and 20% passive), (4) Playspace, (5) Elevational details of the cycle storage;
4. Construction Logistics Plan to be submitted;
5. In accordance with the tree protection plan;
6. Hard and soft landscaping to be submitted to include replacement trees;
7. Materials to be submitted;
8. Reinstatement of dropped kerb;
9. Submission and approval of a waste management plan;
10. 19% Carbon reduction and 110litre Water usage;
11. M4(3) and M4(2) accessible dwellings on the ground floor;

12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise 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:

- Demolition of existing dwelling
- Erection of a 2 storey building with accommodation within the roof space containing 1 x 3 bed, 6 x 2 bed & 2 x 1 bed apartments.
- Provision of associated parking, amenity space, cycle and refuse stores.
- Associated landscaping works.

Site and Surroundings

3.2 The application site lies on the eastern side Smitham Bottom Lane and is currently occupied by a large two storey in-fill detached property built within the last 50 years. The land levels within the site are generally flat. The site benefits from established soft landscaping to all boundaries however the site is not subject to a formal tree preservation order. The site adjoins the Webb Estate Conservation Area to the east.



Figure 1: Birds eye view highlighting the proposed site within the surrounding streetscene

3.3 The surrounding area is residential in character comprising large detached two storey dwellings within generous plots. Most properties along Smitham Bottom Lane are of an individual design however all are of a traditional form with pitch roofs. The land

levels are relatively flat in the surrounding area and as such most properties sit on level ground.

- 3.4 The surrounding area is subject to a number of planning applications for flatted developments. The nearest example is that of 35a Smitham Bottom Lane (adjacent) in which consent was granted for a scheme of 9 flats as set out below.

Planning History

- 3.4 There are no recent planning applications of relevance at the application site. However Members should be aware of previous pre-application enquiries as detailed below:

- 18/05893/PRE – Residential development of 9 units

- 3.5 Applications of interest within the surrounding area are detailed below:

35a Smitham Bottom Lane

- 18/05293/FUL - Demolition of dwellinghouse and erection of 3-storey development containing 9 apartments with associated access, 9 off-street parking spaces, cycle storage and refuse store.

[Permission granted but not yet implemented]

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
- 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 level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by 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 6 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours etc in response to notification and publicity of the application are as follows:

No of individual responses: 7 Objecting: 7

- 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
Principle of development	
Loss of a family house/good quality home	See paragraphs 8.2 – 8.5
Design	
Out of character Over development Poor design/obtrusive	See paragraphs 8.6 – 8.14
Amenities	
Visual intrusion Loss of light/privacy	See paragraphs 8.18 – 8.21
Traffic & Parking	
Inadequate parking Highway safety fears Increased traffic movements/congestion	See paragraphs 8.22 – 8.27
Other matters	
Loss of trees/habitats Pressure on infrastructure such as transport, medical resources etc Obstruction to neighbouring solar panels	See paragraphs 8.30 – 8.34

6.3 The following Councillors made representations:

- Cllr Simon Brew (Purley and Woodcote Councillor)
 1. Over development
 2. Poor design
 3. Loss of privacy
 4. Poorly sited refuse stores resulting in smell nuisance
 5. Inadequate parking
 6. Poorly designed cycle storage
 7. Lack of lift/disabled access
 8. Loss of trees

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 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
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM42 – Purley

7.6 There is relevant Supplementary Planning Guidance as follows:

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

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. Other matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify the appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.
- 8.3 The site is identified as a windfall site and as such it could be suitable for sensitive renewal and intensification. The residential character of the surrounding area is fairly uniform and consists of large detached houses on relatively large plots – developed at a relatively low density.
- 8.4 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote, and also provides 6x two bedroom 4 person and 1x three bedroom family units, which the borough has an identified shortage of. Whilst providing flatted accommodation, the proposal has been designed to appear as a large detached dwelling-house which would maintain the overall character of the area, in keeping with neighbouring properties. This is a similar approach to other schemes at 35a Smitham Bottom Lane, which have been found acceptable.
- 8.5 The Croydon Local Plan (Policy DM1.2) 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. Given that the existing property is neither a 3 bedroom home (as originally built) or smaller than 130sqm its loss is therefore acceptable, subject to a replacement 3 bed property being provided (to ensure that there is no net loss of family accommodation which would discord with policy SP2.7(a)). In this instance the proposal seeks to provide 1x 3 bed unit along with 6x 2 bed 4 person units, providing accommodation for smaller families. The principle of the development can therefore be supported.

Townscape and Visual Impact

- 8.6 The applicant seeks full planning permission for the demolition of the existing dwelling and erection of a 2 storey building with accommodation within the roof space containing 1 x 3 bed, 6 x 2 bed & 2 x 1 bed apartments. Provision of associated parking, amenity space, cycle and refuse stores. The surrounding area comprises largely of two storey detached properties sited within generous plots; all properties follow a traditional approach however are individual in design terms. Land levels are consistent within the site and as such no large excavations are required to accommodate the development.
- 8.7 The replacement building has a detached two storey appearance with two front facing gable features; this approach reflects the individual architectural styles of nearby buildings while still having the appearance of a large detached dwelling.

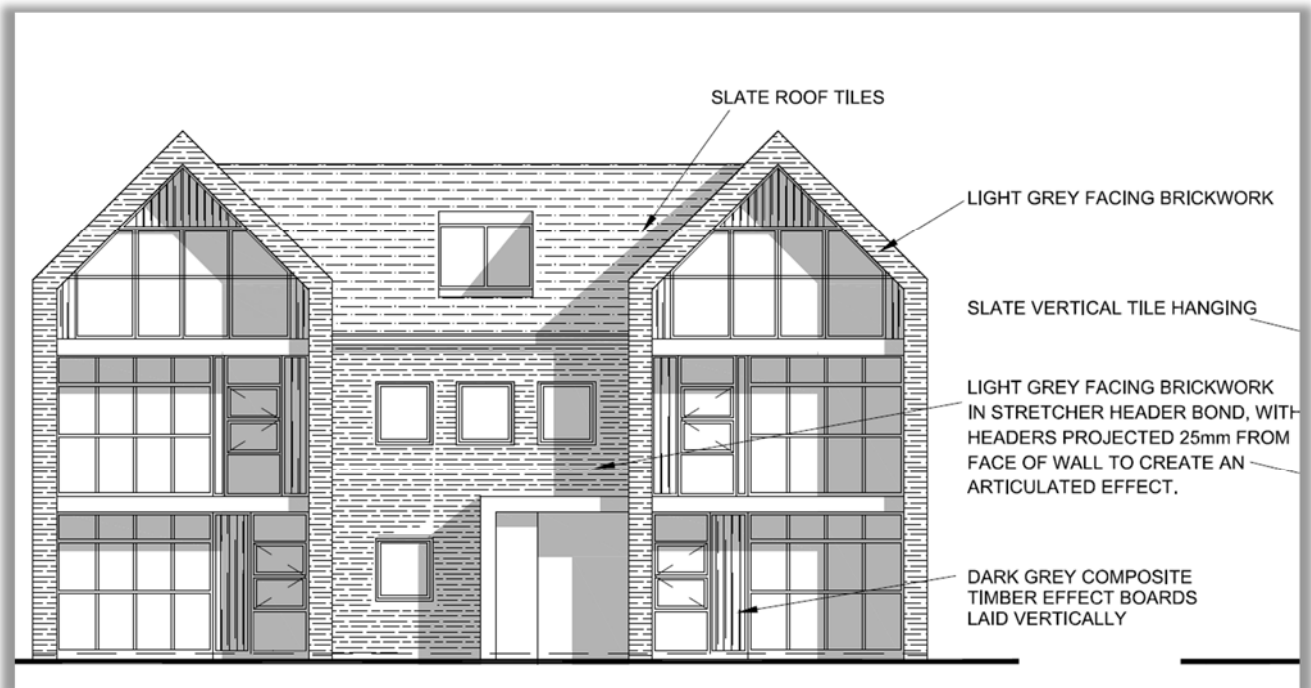


Figure 2: Proposed front elevation

8.8 As you transition through the site the building height and mass is consistent ensuring a level on continuity to the wider townscape, maintaining the typical two storey mass.

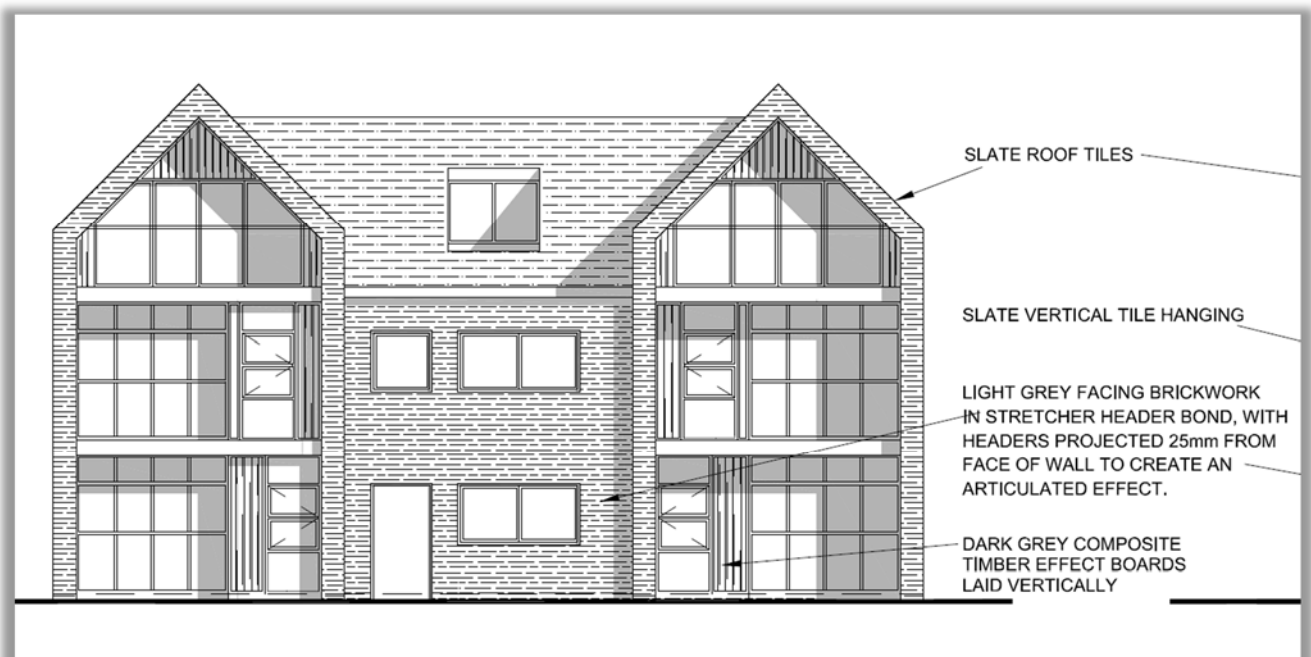


Figure 3: Proposed rear elevation

8.9 The Council have received amended plans during the course of the application which have rationalised the design of the building by increasing glazed areas and incorporated the use of tile hanging to the flank elevations. Amendments have also been made to the landscaping to ensure that the design would meet the needs of future residents while respecting the garden first principles of the neighbouring Webb Estate Conservation Area.

8.10 The application site has a large rear garden which is not visible from the public highway or any public vantage points and would be utilised for communal amenity space. As with the majority of properties in the immediate surroundings, the proposed building would be centrally located which would mean that the development would not appear overly cramped in its plot. Whilst the frontage would be given over to hard-standing to allow for off street parking for the new dwellings there would be an area of soft landscaping along the boundary of the site of the site to soften its appearance.

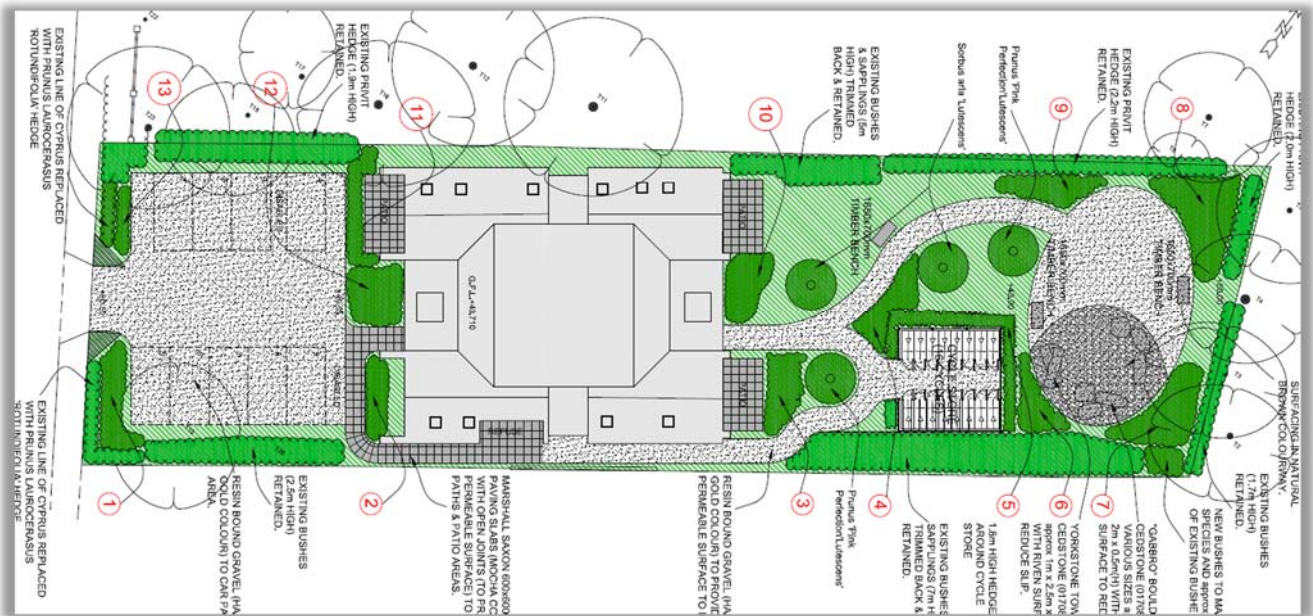


Figure 4: Proposed site layout plan

8.11 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Given the overall scale of the development and amount of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the Smitham Bottom Lane frontage as well as between the proposed development and the neighbouring property to north, east and south and is acceptable. In order to minimise the impact of the development, the planting along the frontage is proposed to be semi-mature.

8.12 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. As with these schemes, the scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm of neighbouring area.

8.13 The Croydon Local Plan indicates that the level of growth depends on existing local character. The capacity for natural evolution is dependent upon the local character typology, with the objective of the evolution of local character to achieve an intensification of use without major impacts on local character. Nevertheless each character type has capacity for growth. The proposal has been designed to resemble a large house on a large plot rather than a block of flats as indicated by representations, and is a sensitively designed three-storey scheme which is considered to provide a

more intensive use of the site in accordance with policy DM10.1 and is thus appropriate.

- 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 and SDG SPD in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.15 All units would comply with internal dimensions required by the Nationally Described Space Standards, and are acceptable.
- 8.16 With regard to external amenity space, all units would have access to private amenity space and a large communal garden towards the rear of the site. The rear communal garden is capable of providing playspace in accordance with the Croydon Plan 2018; such matters would be secured through condition.
- 8.17 The London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. In terms of accessibility, step free access would be provided throughout the site. The applicant has confirmed that the ground floor units are capable of meeting the requirements of M4(2) and (3). Such matters would be secured via an appropriately worded condition.
- 8.18 A refuse store is proposed integrated into the building to the side which is a suitably screened location and large enough to cater for the amount of refuse to be generated by the proposal. Cycle storage is located in the rear garden, accessible to the side of the building which is considered acceptable.

Residential Amenity for Neighbours

- 8.18 The development would sit centrally within its plot and as such would maintain separation distances of approximately 1.39 to 1.42 metres between the flank walls and the north and southern boundaries. No sole habitable room windows are placed into either flank elevation while the balcony areas are integrated into the overall design of the development negating the need for privacy screens which direct views down the rear garden.
- 8.19 The development would project approximately 5.2 metres beyond the rear of the approved flatted scheme at 35a Smitham Bottom Lane and 7.63 metres beyond the rear of the existing building. Given the separation distance of 5.2 metres between flank elevations, that a 45° line would not be broken and the orientation of the existing property at No 35a the development is not considered to result in visual intrusion. As identified above no loss of privacy is considered to arise.
- 8.20 A separation distance of 15.66 metres would exist between 33 Smitham Bottom Lane and the proposed development with a marginal rearward projection. Given the generous separation distance and marginal rearward projection the development is not considered to appear visually intrusive to No33. As above no loss of privacy would arise as a result of the inset balconies and window positions.

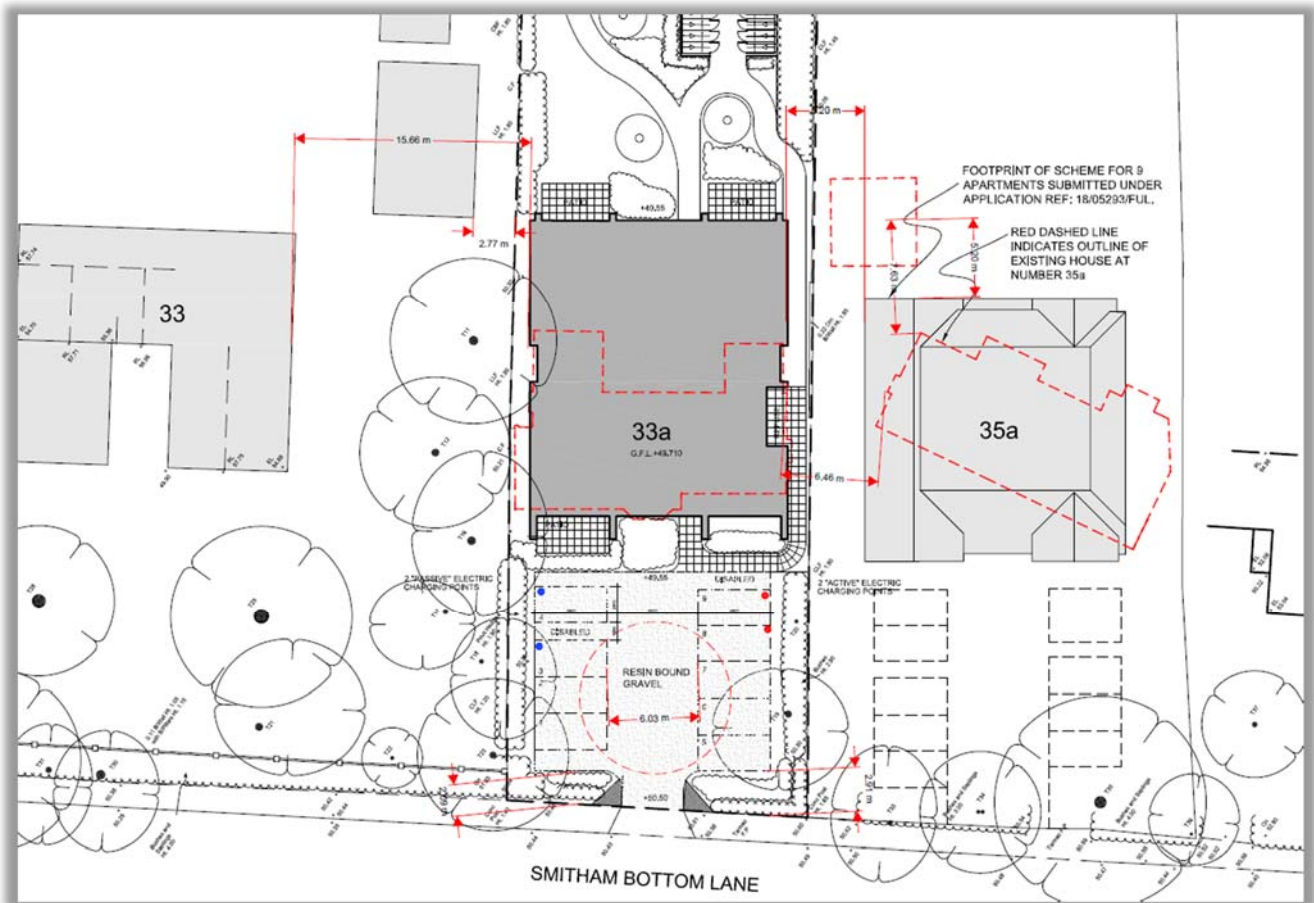


Figure 5: Site Plan showing separation distances to neighbouring properties

- 8.21 The proposal would have no significant impact on other properties; those to the rear are approximately 70m away.
- 8.22 Landscaped boundaries would be retained where possible and where vegetation is lost replacement planting could be secured via an appropriately worded condition; furthermore no trees on site are subject to a formal tree preservation order. For the reasons given above the development is considered to have an acceptable impact on the amenities of the adjoining occupiers.

Access and Parking

- 8.23 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties.
- 8.24 This application site has a Public Transport Accessibility level rating (PTAL) of 1b which indicates that the site has poor access to public transport. The site nonetheless is about 8 minute walking distance away from 2 bus routes (No's 127 and 463).
- 8.24 A total of 9 on-site parking spaces will be provided for the residential flats together with 16 cycle storage Spaces. A singular vehicular access will service the on-site parking facility; an appropriate turning area has been provided ensuring that vehicles can enter and exit the site in a forward gear. Having considered the scale of development, the trip rates and trip generation 1:1 parking is considered acceptable in this location.

- 8.25 It is noted that Smitham Bottom Lane is classified road and as such carries a heavy and fast traffic flow. The accident data held by the Council shows that 3 accidents have been recorded since 2003 which included moving vehicles on the carriageway; other recorded accidents were largely related to vehicles reversing onto the highway. The reserve on-street parking capacity is able to accommodate the 3.5no. overspill parking demand based on Census Data. The development is therefore considered acceptable on highway safety and efficiency grounds.
- 8.26 In compliance with the London Plan, electric vehicle charging points would be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 16 spaces) and these are located to the rear of the building within standalone units and would be secure and undercover, although further elevational details will be secured by way of a condition. The refuse storage would be provided within an inset section of the flank elevation being sited in excess of 48 metres from the edge of the highway. As a result of the excessive drag distance a waste management plan will need to be secured via condition to ensure that household waste can be collected from the site.
- 8.27 Given the classification of Smitham Bottom Lane a Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and could be secured through a condition.

Environment, flooding and sustainability

- 8.28 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.
- 8.29 The application site is not at risk of flooding as identified by the Croydon Flood Maps and as such specific site mitigation is not required. The use of sustainable urban drainage systems would form part of the hard and soft landscaping scheme and as such would be secured via an appropriately worded condition. The development is therefore considered acceptable in this respect.

Trees and ecology

- 8.30 There are no trees on site subject to a tree preservation order. The applicants have provided a tree removal plan which demonstrates that 2 trees and a hedge would be removed to accommodate for the development. It is expected that a number of replacement trees are planted as part of the landscaping strategy and this would be secured via condition. This approach is considered acceptable.

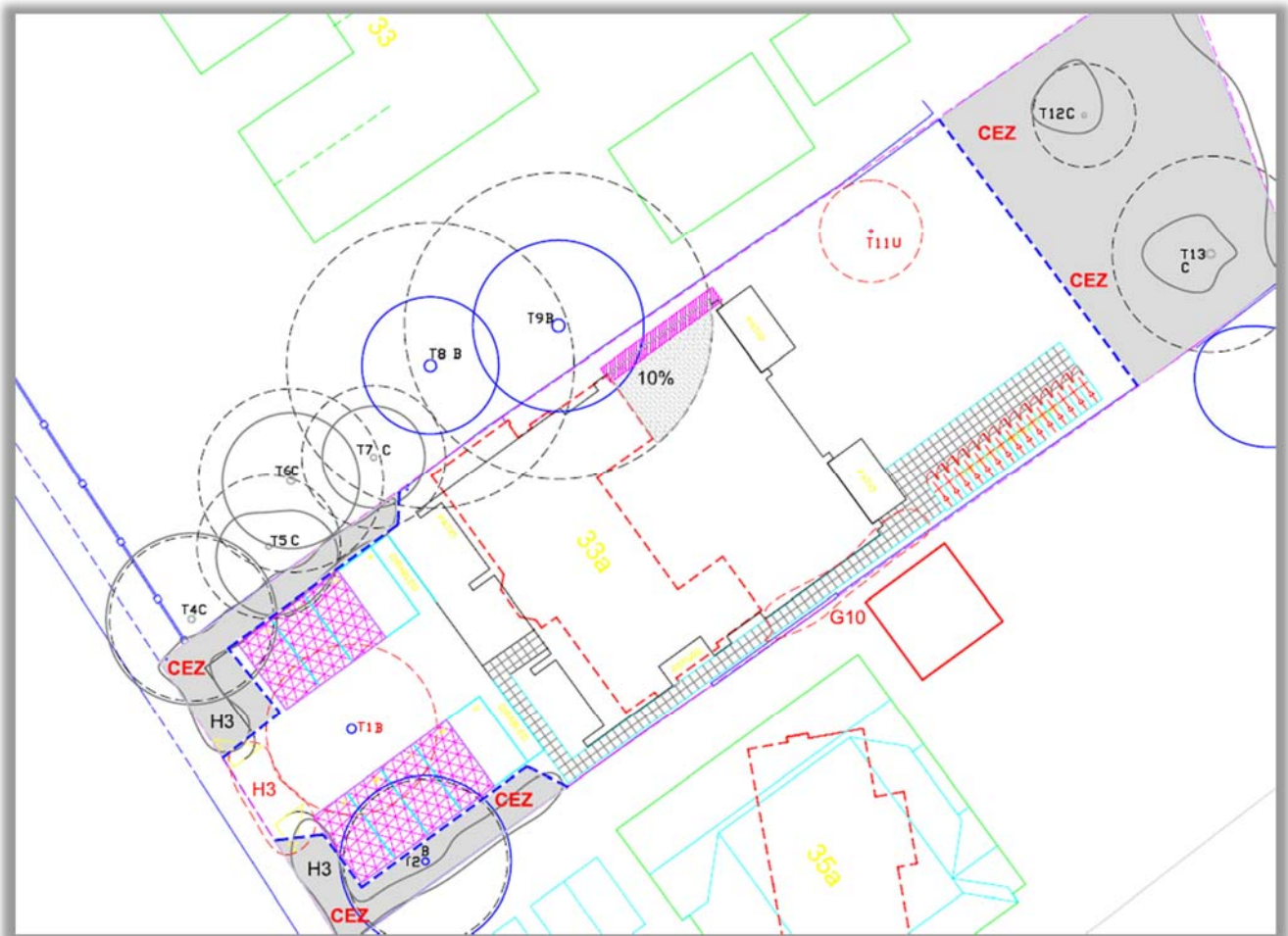


Figure 6: Tree removal plan (removal in red)

- 8.31 The site is not near a designated site of special scientific interest or a site of nature conservation importance and as such there is no statutory requirement for the submission of a Preliminary Ecological Assessment with this application. There was no evidence from the site visit that protected habitats exist on site.
- 8.32 Protected species and habitats are conserved under the Woodland and Countryside Act of 1981. If such species or habitats are discovered during the construction works the applicant should seek the advice of an appropriately quality ecologist before any works continue; failure to do so may result in a criminal offence. Without evidence to the contrary, the development is not considered to have an adverse impact on ecological interests.

Other matters

- 8.33 Representations have raised concerns that infrastructure such as transport and medical resources would be incapable of dealing with increased demand. 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 health and transport.
- 8.34 Representations have raised concerns over the loss of light to the solar panels belonging to 33 Smitham Bottom Lane. As identified in the amenity section of this

report the development is sited in excess of 15 metres to the flank elevation of No33. While it is recognised that No33a lies to the south of No33 the generous separation distance and consistent building heights would ensure that the efficiency of the solar panels is not undermined as a result of this development.

Conclusions

- 8.35 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.
- 8.36 All other relevant policies and considerations, including equalities, have been taken into account.