



PART 6: Planning Applications for Decision

Item 6.4

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/05104/FUL
 Location: 45 Old Lodge Lane, Purley, CR8 4DL
 Ward: Kenley
 Description: Alterations; Erection of a single/two storey side/rear and roof extensions, including accommodation with roof space. Conversion to form 5 units including associated soft and hard landscaping, cycle parking, refuse/recycling storage and off-street parking.
 Drawing Nos: 99189/A3/01A, 99189/A3/02A, 99189/A3/03A, 99189/A3/04A, 99189/A3/05, 99189/A3/06, 99189/A3/07, 99189/A3/08, 99189/A3/10A (Landscaping Details), 99189/A3/10A (Site Plan), 99189/A3/11A, 99189/A3/12A, 99189/A3/13A, 99189/A3/14A, 99189/A3/15A, 99189/A3/16A, 99189/A3/17A, 99189/A3/18A, 99189/A3/19, 99189/A3/20, 99189/A3/21A, 99189/A3/22A, 17-599-TPP-B, Tree Survey Report – Revision B.
 Applicant: Mr Adegbeyeni
 Agent: Mr Maisuria
 Case Officer: Tim Edwards

	1 bed	2 bed	3 bed
Flats	1 (2 persons)	3 (1x3 person and 2x4 person)	1 (5 person)

Number of car parking spaces	Number of cycle parking spaces
4	9

1.1 This application has been referred to planning committee by Councillor Steve O’Connell, Hartley and District Residents’ Association (HADRA) and due to the number of objections received from members of the public.

2 RECOMMENDATION

- 2.1 That the 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 match the existing building
- 3) Details of parking arrangements, visibility splays, cycle and refuse store shall be provided, retained and maintained as specified within the application
- 4) The proposal shall only be carried out in accordance with the submitted tree protection plan, tree survey report and that all ground protection/protective fencing is installed prior to any work commencing.
- 5) The proposal shall only be carried out in accordance with the submitted flood risk assessment.
- 6) An updated soft and hard landscaping plan to be provided prior to the occupation of the development.
- 7) Commencement of development within three years of consent being granted
- 8) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of Practice for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- The erection of a two storey side extension.
- The erection of a single/two storey rear extension.
- Raising part of the existing roof ridgeline.
- The conversion of the dwelling into 5 units to include 1x1 bedroom unit, 3x2 bedroom units and 1x3 bedroom unit.
- Provision of 4 car parking and 9 cycle parking spaces.
- Provision of refuse and recycling stores.
- Provision of hard and soft landscaping.

Site and Surroundings

3.2 The application site lies on the corner of Old Lodge Lane and Burcott Road and is currently occupied by a two storey detached dwelling.

- 3.3 Old Lodge Lane is a local distributor road which is located in a Public Transport Access Levels (PTAL) area rated as 2. There is also an existing bus stop located to the front of site.
- 3.4 The site is designated within an area at risk of flooding from surface water once in every 30 years.

Planning History

- 3.5 On 2nd January 1986, planning permission was granted for the erection of detached garage (LBC Ref 85/02813/P).
- 3.6 At the rear of the site on 8th September 1972, planning permission was granted for a detached bungalow (LBC Ref 72/2547). The detached bungalow was constructed in the rear gardens of 43 and 45 Old Lodge Lane with works having been completed on 14th June 1973. This detached bungalow is known now as 1a Burcott Road and mirrors other similar developments within the surrounding area like 2a Bencombe Road.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of this part of Old Lodge Lane.
- 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 is considered acceptable
- Sustainability and flooding aspects can be controlled by condition

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 has been publicised by way of neighbourhood notification letters. The number of representations received from neighbours and local groups in response to notification and publicity of the application was as follows:

No of individual responses: 12 Objecting: 12 Supporting: 0
No of group responses: 1 Objecting: 1 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:

Objections:

- Over development
- Over crowding
- Impact upon the amenities of the adjoining occupiers
- Lack of parking provision
- Danger to highway safety
- Loss of trees
- Substandard units for future occupiers
- No mitigation for potential increase in rain water run-off.
- Pressure on local services

6.3 The following matters which are not material to the determination of the application were also raised:

- The proposed development would impact on the property values. [*OFFICER COMMENT: This is not a planning consideration*].

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
- Delivering a wide choice of high quality homes
- Providing a good standard of amenity for existing and future occupants of buildings and land
- Promoting sustainable transport

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 Supplementary Planning Guidance

- 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 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
- Trees
- Flood Risk

Principle of development

8.2 The principle of converting existing single family dwellings into flats is established across the borough and as the original internal floor space of the dwelling is over 130m², the proposed conversion would not result in the loss of a small family

dwelling. It is also worth noting that one of the proposed converted units would be sufficiently sized to provide for a 3 bed 5 person unit, positioned at ground floor level with access to a small rear garden area. The principle of the development is therefore considered acceptable subject to further considerations listed below.

Townscape and visual impact

- 8.3 The proposed demolition of the existing garage is considered acceptable, bearing in mind that this is a later addition and of limited architectural merit. The proposed extensions would be of an appropriate scale considering the generous plot within which the property is situated. There will continue to be acceptable separation from the proposed building and side boundary adjacent to Burcott Road along with an acceptable relationship with 43 Old Lodge Lane, which will not be significantly be altered.
- 8.4 As the proposed roof extensions would not alter the existing highest roof ridge level, the alterations would respect the Old Lodge lane street-scene and would ensure continuity with the established ridge line. The proposed roof dormers would be relatively modest and would comply with the general guidance contained within SPD 2 (which deals with residential extensions).
- 8.5 The proposed proportions and architectural detailing would respect that of the neighbouring buildings. Part of the two storey rear extension would be flat roofed and whilst this is not a common feature of the local area, the form of this extension would allow the existing property to maintain its existing character. The introduction of a pitched or hipped roof form would have resulted in an overly complicated roof scape, which would have detracted from the overall appearance of the property. A flat roofed feature would not overly compete with the design of the existing property and the pitched roof elements of the proposed side extension. Officers are satisfied that the design of the side extension as a whole would be in keeping with the existing property and wider street-scene.
- 8.6 Three of the proposed parking spaces would be significantly screened from the wider street scene by the existing front boundary hedging which would be retained. Although the fourth space would be visible, this would not alter the existing relationship parking has on site with the wider area. The proposal also provides a suitable balance of hard and soft landscaping.
- 8.7 The overall scale, massing and design is considered appropriate in respect of the above policies and is considered to be in keeping with the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.8 The layout, including the outlook from each unit would be acceptable. There would be a communal amenity area to the rear of the existing garden for the first and second floor flats. Furthermore, the ground floor flats would have access to private amenity space in the form of a rear garden. Adequate provision has been made for communal and private amenity space along with suitable flat and room sizes

which should meet the needs of future residential occupiers and as such would comply with the above policies.

Residential amenity for neighbours

- 8.9 The main properties affected by this development are 43 Old Lodge Lane and 1a Burcott Road. The proposal has been designed to minimise its impact upon 43 Old Lodge Lane with the two storey element of the proposed rear extension set off the boundary by approximately 4.95 metres. There is also boundary fencing in place which minimise any impact upon the amenities of the adjoining occupiers.
- 8.10 In terms of the north-facing dormer, the applicant has agreed to obscure glaze these windows (in order to protect privacy) and to introduce alternative outlook to this proposed bedroom (in the form of a small window, to be installed in the east facing dormer cheek).
- 8.11 In relation to 1a Burcott Road, there would continue be sufficient separation with approximately 15 metres in between the proposed rear elevation and blank flank elevation of this property neighbouring property. These factors, combined with the land levels (which rise from west to east) means that 1a Burcott Road would continue to sit well above the host property.
- 8.12 The proposal will result in an increased number of occupants residing in the extended property. However, considering the property is detached in nature, reasonably separated from the adjoining occupiers with the expectation that the development will be required to comply with building control regulations as regards to sound and noise insulation, overall the proposal would not increase noise/disturbance to an unacceptable level.
- 8.13 Overall, the development is considered to be in accordance with the relevant policies and would not result in harm to the residential amenities of surrounding occupiers.

Transport

- 8.14 The subject site is in an area with a PTAL accessibility rating of 2 (on a scale of 1a - 6b, where 6b is the most accessible) as indicated on maps produced by TfL. Whilst the site has relatively poor levels of access to public transport, the 455 bus route is within close proximity of the development site with Reedham Station located approximately 8 minutes' walk away.
- 8.15 Provision has been made for 4 on-site parking spaces which would provide 1 space per unit, barring the 1 bedroom unit. Even so, the proximity and availability of sustainable transport modes as well as the current capacity for car parking on street strongly suggests that the level of car parking proposed would be acceptable.

- 8.16 The proposed parking space sizes adhere to standards which is considered acceptable. The proposed parking area would permit turning on site, allowing car users to enter and exit in forward gear. The existing entrance and exit would be expanded with improved visibility splays detailed. These details will also be condition accordingly to be in accordance with those provided.
- 8.17 Concerns have been raised by local residents about the safety of this junction with a number of letters referring to recent collisions which have occurred. Examining collision records for the area, it appears that there has been one accident which involved personal injury in the last two years (in 2016). This incident occurred on the corner of Burcott Road and Haydn Avenue when a car collided with the rear of another car. It is therefore not considered that the development would result in significant harm to vehicle or pedestrian safety.
- 8.18 Provision is also made on site for cycle storage which adheres with the London Plan and is located within the private amenity and communal areas.
- 8.19 Refuse collection would be via Burcott Road, with a new access provided which is considered an acceptable arrangement on highway grounds.

Trees and Landscaping

- 8.20 Whilst three trees are proposed to be removed from the site, their loss is not considered significant to the wider street scene. A tree protection plan has been submitted to protect the other trees on site and especially the mature street trees which can be controlled through the use of planning conditions. An updated landscaping plan has also been submitted during the course of the application which has provided further clarity on the soft and hard landscaping. The plans also detail that two silver birch trees will be planted within the rear garden which is considered a welcome introduction.

Flood Risk

- 8.21 The site lies within an area at risk of surface water once in every 30 years flooding. The submitted Flood Risk Assessment specifies mitigation and options which can be controlled by condition.

Pressure on Local Services

- 8.22 Representations have raised concerns that the development would put pressure on local services. As part of the planning process, certain types of development are liable for a Community Infrastructure Levy which is charged against new floor space. This development would be liable for CIL payments for the Council's CIL and Mayoral CIL. The payment would contribute to maintaining local services such as education facilities, health care facilities, public open space, sports and leisure and community facilities as well as transport links through the Mayoral CIL.

Conclusions

- 8.23 The proposal would result in the redevelopment of the site which would provide 4 additional homes 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 by condition.

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