

PART 5: Planning Applications for Decision

Item 5.1

1 APPLICATION DETAILS

Ref: 17/06367/FUL
Location: Land rear of 16 Honister Heights, Purley, CR8 1EU
Ward: Sanderstead
Description: Demolition of existing garage and erection of single storey dwelling with accommodation in roof space
Drawing Nos: 1735-01, 1735-04, 1735-05 Rev D, T-01 Rev P1
Agent: Mr Anderson
Case Officer: Dan Hyde

- 1.1 This application is being reported to Committee because 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 works shall be carried out wholly in accordance with the submitted plans
- 2) No additional windows in the north east or south west elevations
- 3) The windows in the south east first floor elevation shall be obscure glazed and fixed shut to a height of 1.7m
- 4) Construction Logistics Plan to be submitted and approved prior to the commencement of development
- 5) Details of bin and cycle stores to be submitted and approved prior to commencement of development
- 6) Landscaping scheme to be submitted and approved prior to commencement
- 7) Parking and access arrangements to be provided prior to the occupation of the site and retained thereafter for the lifetime of the development
- 8) Materials as specified in the application form
- 9) 19% Carbon Dioxide reduction
- 10) Water usage limit of 110 litres per person per day
- 11) Commence the development within 3 years of the date of this decision
- 12) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Demolition of existing garage;
- Erection of single storey dwelling with accommodation in the roof space, providing a 2 bedroom unit for 4 people;
- Construction of parking area to front of site for 2 car parking spaces with 1 integral garage;
- Alterations to landscaping.

Site and Surroundings

- Residential in character;
- Properties that surround the site are relatively similar in character largely consisting of detached properties, with some semi-detached properties in the vicinity;
- Riddlesdown Collegiate is to the east of the site;
- The site is within an Archaeological Priority Zone.
- PTAL of 1a

Planning History

3.2 The following application is relevant to the assessment and determination of the application:

02/00167/P

Erection of a detached four bedroom house at rear with integral garage; formation of vehicular access onto Derwent Drive

Refused on grounds of: character; overdevelopment; lack of amenity space; impact on adjoining occupiers and highway safety.

03/04179/P

Erection of single/two storey side extension; erection of detached garage at rear and formation of vehicular access onto Derwent Drive

Approved

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would contribute to the meeting of housing targets.
- The proposal would be an acceptable addition to the street scene.
- The proposal would accord with the Technical Housing Standards – Nationally Described Space Standards and would provide acceptable living conditions for future occupiers.

- The proposal would not prejudice highway safety or the parking situation in surrounding streets given the acceptable levels of parking that is proposed on site, and acceptable visibility when exiting the site.
- There would be no significant harm to neighbouring properties and associated residential amenities, given location of windows and the relationship of the proposal to neighbouring dwellings on Honister Heights and Derwent Drive. There would be adequate separation distances between the proposed development and surrounding properties.

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 letters sent to neighbouring occupiers 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: 14 Objecting: 13 Supporting: 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:

Objections:

- Overdevelopment of the site
- Detrimental impact to the neighbouring occupiers residential amenities
- Not in keeping with the surrounding area
- Detrimental impact on the street scene
- Dangerous access arrangements
- Increase in traffic levels during construction and after completion
- Increase in traffic on surrounding roads

Supporting:

- Good to see modern build in the area

- 6.3 The following issues were raised in representations that are not material to the determination of the application but are addressed below:

- Good to see investment in the area [OFFICER COMMENT: Investment into local areas through new build schemes such as this is not a material 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 2018 (CLP) 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.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM1 on housing choice for sustainable communities
- DM10 on design and character
- DM13 on refuse and recycling
- DM16 on promoting healthy communities
- DM19 on promoting and protecting healthy communities
- DM23 on development and construction
- DM24 on land contamination
- DM25 on sustainable drainage systems and reducing flood risk
- DM27 on biodiversity
- DM28 on trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

Supplementary Planning Guidance as follows:

- Technical Housing Standards – Nationally Described Space Standards

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

1. Principle of development
2. Townscape and visual impact
3. Impact on neighbouring residential amenity
4. Amenities of future occupiers
5. Parking and cycle storage
6. Waste and refuse

Principle of Development

8.2 The principle of demolishing existing buildings and constructing new residential units in existing residential areas is well established across the borough and is acceptable in principle. It is pertinent to note that the site is not part of the rear garden of no. 16 Honister Heights and is its own plot in its own right, therefore policy DM10.4 (e) is not relevant here.

8.3 The proposed development would provide one new unit to a good standard – benefitting from external amenity space and complying with the Technical Standards (relating to internal floorspace).

Townscape and Visual Impact

8.4 The proposal would not have a detrimental impact on the townscape. The proposal has taken design cues from the previously approved building (03/04179/P), particularly with the roof form where the half hipped features have been reflected. Whilst the proposed building would occupy a larger footprint (compared to the existing) and would be somewhat higher and more prominent within the street-scene, the boundary treatment will mitigate for this increase in size and would therefore not have a detrimental impact. This helps to soften the impact of the development on street and reduce any impact the proposal may have on the townscape.

8.5 The proposed building would not exceed the height of surrounding buildings and would be constructed from materials that would respect and enhance the surrounding buildings and street scene.

Impact on Neighbouring Residential Amenity

8.6 The neighbouring occupiers that could be most affected by the scheme are those residing on Honister Heights and Derwent Drive (to the north and south of the site). The occupiers (to the south) most affected by the proposal are 16 and 18 Honister Heights. These properties will not be directly overlooked from the proposal given that there are no side facing windows at first floor level in the scheme. Any overlooking would be at an acute angle from the outlook of the proposed dwelling. There are rear facing windows in the proposed dwelling facing towards the rear of the garden at no 18. The rear of the garden has a detached outbuilding along with seating area. However, the proposed windows would serve bathrooms and therefore the windows would be obscure glazed and fixed shut to a height of 1.7m. Therefore it is not

considered that there would be any detrimental impact from overlooking. In addition, there are existing trees along this boundary which will assist in screening the development from the rear of the neighbouring occupiers' garden.

- 8.7 The neighbouring occupier at no. 16 Honister Heights would be well separated from the proposed dwelling by 13m. Furthermore, given the location of the development site in relation to no. 16 and the orientation of the properties, there would not be a detrimental impact from overshadowing from the development.
- 8.8 The neighbouring occupiers to the north of the site (73 Derwent Drive) would not benefit from a large separation distance from the application site. It would be separated from the proposal by the existing garage at no. 73 and there being no side windows, therefore no direct views into the new development would be possible and vice versa. Similarly to the impact to no. 18 Honister Heights, the rear windows would be obscure glazed but also at an acute angle and therefore it is not considered that there would be a detrimental harm from the proposed development in terms of overlooking. The orientation of the new dwelling would also result in there being no impact in terms of loss of light and overshadowing.
- 8.9 It is considered that there would not be any detrimental harm to any other neighbouring occupier.

Amenities of Future Occupiers

- 8.10 The proposed unit would be over the National Space Standards prescribed for a 2 bed unit. The proposed dwelling would be dual aspect allowing for acceptable levels of light.
- 8.11 The proposed dwelling would have a private amenity space to the side and rear and large enough to be enjoyed by the future occupiers and accord with the National Space Standards and Policy DM10 of the CLP.

Parking and Cycle Storage

- 8.12 The Public Transport Accessibility Level for the site is 1a, which is considered poor, however the site is within short walking distance of bus services on Mitchley Avenue, and Kenley Train Station when walking across Riddlesdown Common. Although it is appreciated that this down a steep hill.
- 8.13 It would be possible to turn a car on site in order to be able to exit the site in forward gear. Whilst the scheme will inevitably result in more vehicles accessing the site (off Derwent Drive) the additional manoeuvres and traffic generation would be very limited and highway safety would not be compromised.
- 8.14 It is appreciated that during certain hours of the day Derwent Drive is busy with school traffic. Given that the traffic generation from the site would be relatively minimal and this traffic generation would generally be outside of the busiest hours for the school traffic, it is not thought that the proposal would bring a detrimental impact on traffic situation in and around the site.

Waste and Refuse

- 8.15 The proposed bin store has been provided to the rear of the building, which would allow for sufficient space to provide the requisite recycling and waste bins. In

addition, the bin store would be covered and secure to avoid attracting vermin and would be in compliance with the drag distance required by the Council's Waste Collection Services.

Conclusions

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