

PART 6: Planning Applications for Decision

Item 6.4

1.0 APPLICATION DETAILS

Ref: 18/02266/FUL
 Location: 57 Woodcrest Road, Purley, CR8 4JD
 Ward: Purley and Woodcote
 Description: Demolition of existing building: Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats: Formation of additional vehicular access and provision of associated parking, play space, landscaping, cycle and refuse stores.
 Drawing Nos: 2017.105.16, 2017.105.12, 21188SE-01, 2017.105.15, 2017.105.17, 2017.105.01, 2017.105.14, 2017.105.20, 2017.105.18, 2017.105.13, 2017.105.18, 2017.105.10, 2017.105.04, 2017.105.11, 2017.105.23, 2017.105.21 and 2017.105.22.
 Agent: Mr Patrick Stroud
 Applicant: Patel Family Homes Ltd
 Case Officer: Georgina Betts

	1B 1P	1B 2P	2B 4P	3 B 5P	3 B 6P	5B	Total
Existing Provision						1	1
Proposed Provision		2	3	3	1		9

Number of car parking spaces	Number of cycle parking spaces
7	17

1.1 This application is being reported to Committee because the Ward Councillor (Councillor Quadir) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold (as contained in the Committee Consideration Criteria) have been received.

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) The development shall be carried out wholly in accordance with the approved plans
- 2) Prior to the occupation of the development details of (1) Visibility splays (2) Security lighting shall be provided (3) Play-space
- 3) Electric vehicle charging points, cycle and refuse stores to be provided as specified within the application
- 4) Submission of Construction Logistics Plan
- 5) Delivery of M4(2) adaptable units
- 6) Samples of external facing to be submitted and approved
- 7) Hard and soft landscaping to be submitted (including boundary treatment and routes across the site)
- 8) Implementation of a SUDs scheme – with permeable paving to the forecourt parking area and other SUDs initiatives
- 9) Water usage and carbon dioxide reduction
- 10) Restrictions on windows in the north-eastern and south-western elevations
- 11) Commence within 3 years of the date of the permission
- 12) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community infrastructure Levy
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Demolition of existing building
- Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats
- Formation of additional vehicular access
- Provision of associated parking, play space, landscaping, cycle and refuse stores.

Site and Surroundings

3.2 The application site lies on the western side of Woodcrest Road and is currently occupied by a two storey detached property dating back to the 1910/1020's. The existing property sits in an elevated position from Woodcrest Road with the land rising to the north-west

3.3 The surrounding area is typically residential in character comprising large detached dwellings varying in design and character. Most properties are sited

within generous plots benefitting from large quantities of established soft landscaping. Land levels rise from the south-east to the north-west and therefore the properties on the south-eastern side of Woodcrest Road are typically a storey lower to those properties situated on the north-west side of the road.

- 3.4 The application site is at risk of surface water and critical drainage flood risk as identified by the Croydon Flood Maps. The site has a PTAL rating of 1a and whilst the site has poor access to public transport, it is within a reasonable walking distance of Reedham Station.

Planning History

- 3.5 There is no relevant planning history.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- i. The residential nature of the development can be supported in principle
- ii. The development would have limited impact upon the character and appearance of the surrounding area.
- iii. The development would have an acceptable relationship with neighbouring residential properties.
- iv. The standard of accommodation for future occupiers is satisfactory
- v. Access, parking and turning arrangements are acceptable.
- vi. Flood risks can be appropriately addressed through the use of conditions
- vii. The development would not harm any ecological interests

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 letters sent to neighbouring occupiers of the application site and site and press notices. 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: 129 Objecting: 125 Supporting: 3 Comment: 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:

- Out of character/flats/height/garden grabbing
- Lack of parking/parking stress in the wider area
- Highway safety/efficiency concerns
- Lambeth methodology not appropriate given its Purley
- Loss of privacy/light/overlooking/visual intrusion
- Noise and pollution from increased density
- Disruption from construction works

- Pressure on infrastructure/services
- Over development
- Obtrusive design
- Loss of vegetation
- Loss of wildlife habitats

6.3 The following issues were raised in representations, but they are not material to the determination of the application:

- Blight on property prices [Officer Comment: this is not a material planning consideration]

6.4 Councillor Quadir has made the following representations:

- Overdevelopment
- Not in keeping with the character/street scene
- Loss of light/space and privacy to neighbours
- Parking congestion

6.5 The following comments were made in support of the application:

- Shortage of good quality housing for younger buyers
- Well-design/contemporary feel while being in character with the surrounding area
- No overlooking
- Walking distance of public transport
- Generous amenity space
- Plenty of separation to neighbouring properties

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 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.2 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- The principle of the proposed development
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations

Principle of Development – Contribution to Housing Targets

- 8.2 The application site is currently occupied by a detached two storey dwelling which is in single family occupancy, although currently vacant. The current GIA is 225sqm and so would not result in the loss of a small family dwelling house.
- 8.3 It is acknowledged that the residential accommodation would be provided in the form of flats and therefore the principle of the development is considered acceptable given the residential character of the immediate area. The proposed development results in the net gain of 8 homes and therefore the development can be supported in principle and it would contribute towards the need for additional housing that has been identified by the London Plan and the Croydon Local Plan. The scheme would provide a generous level of family accommodation (including the required replacement family unit).

Townscape and Visual Impact

- 8.4 The applicant proposes to demolish the existing two storey detached property and erect a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats. The two storey mass with the accommodation in the roof-space would be of a similar height and scale, compared to its immediate neighbours. Policy DM10.1 of the CLP 2018 seeks to ensure that developments achieve a minimum of three storeys while respecting the character of the surrounding area. The lower ground or basement level would not generally be visible from the street scene or wider townscape and therefore the development would respect the scale, height, massing and density of the immediate area.
- 8.5 The design of the scheme would embrace a traditional asymmetrical proportion with the introduction of contemporary elements such glazed gables and recessed balconies, which will have the overall feel of a large detached dwelling. The development is considered to be well designed responding to the sites context and would sit comfortably within the street scene.
- 8.6 Dormer windows are proposed as part of the overall design of the building and would be similar in size and form to a nearby flatted development at 67 Woodcrest Road (see below). Given their modest size and integral appearance the principle of dormer windows in this location would be acceptable.
- 8.7 A large proportion of the rear garden would be retained with enhanced and formalised amenity space for future occupiers which would include play-space in accordance with the CLP 2018. The retention of boundary vegetation would enhance such areas ensuring that the strong verdant character is retained.

Image depicting the proposed street scene context



Flatted development at 67 Woodcrest Road



8.8 Representations have raised concerns over the impact of the front parking area on the character of the surrounding area. Given the steep rise in land levels towards the rear of the site, parking at the rear is not considered appropriate given the extent of excavations that would have been necessary. As such, the applicant has opted for forecourt parking which is not dissimilar to that of

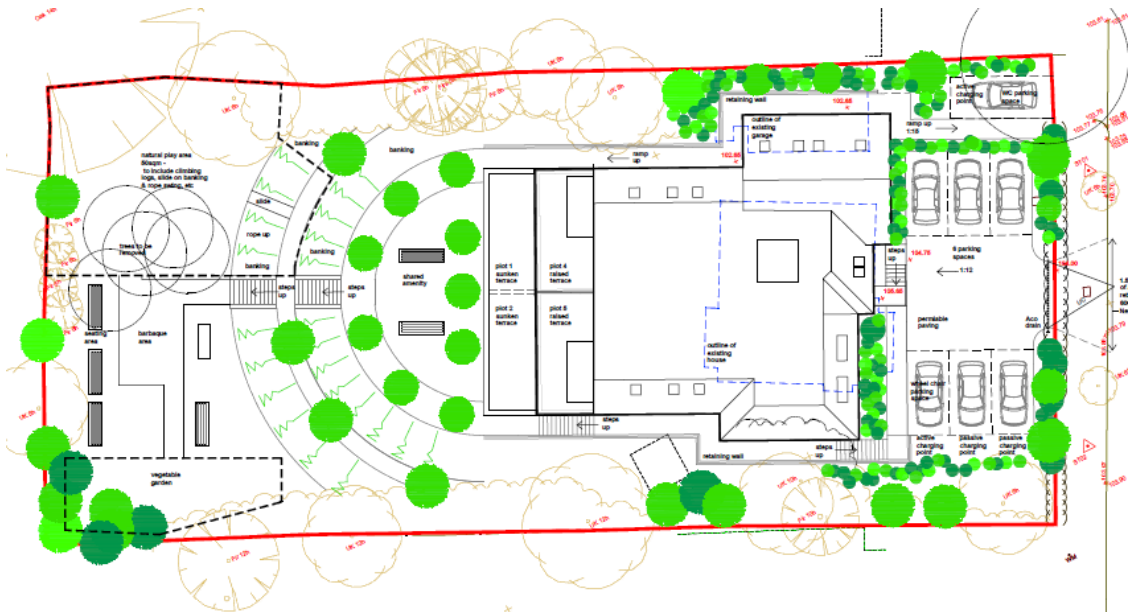
neighbouring properties, be it on a slightly larger scale. The hardstanding area has been kept to a minimum with good opportunities for soft landscaping to minimise its visual impact. Given the site's constraints and established parking practises in the surrounding area, forecourt parking is not considered to result in demonstrable harm to the character and appearance of the surrounding area.

- 8.9 For the reasons given above the development is considered to have an acceptable townscape and visual impact.

Impact on Neighbouring Residential Amenity

- 8.10 The application sites lies between 55 and 59 Woodcrest Road with the land rising to the north-west. The development would have a 'T' shaped footprint and would have separation distances of approximately 2.9 to 5.8 metres from 59 Woodcrest Road and 5.18 and 6.8 metre to 55 Woodcrest Road. Whilst rearward projections of approximately 6.8 to 7 metres would exist beyond both 59 and 55 Woodcrest Road, the depth would be offset by generous separation distances. Therefore, given the generous separation distance, the modest rearward protection and the presence of boundary screening the development is not considered to appear visually intrusion to either of these neighbouring properties.

- 8.11 No sole habitable room windows are proposed at or above first floor level in either flank elevation while all balconies would be appropriately screened. As such, it is not considered that the proposed development would not give rise to a significant loss of privacy.



- 8.12 Given the separation distance to the neighbouring properties to the south-east and north-west, no other properties are considered to be adversely affected by the development. For the reasons given above the development is considered to have an acceptable relationship with the adjoining occupiers. In terms of issues with noise and general disturbance as a result of the building works, such matters could be suitably managed as part of a Construction Logistics Plan/Management Strategy which would need to be secured through use of planning conditions.

The standard of accommodation for future occupiers

- 8.13 The development would provide a good unit mix with all units providing a good standard of accommodation and would contribute to the Borough's need for new homes including 4x3 bed family homes. All units would comply with the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.14 All units would be provided with private amenity space in accordance with London Plan standards and would also have access to a generous communal garden to the rear, which would provide opportunities for formalised play space. The applicant has demonstrated that they plan to use the site's topography to deliver an interesting array of play-space through use of banked slides and rope pulls which is strongly welcomed. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 8.15 Stepped access would be provided on the front elevation with ramped/level access to the flank elevation which leads to a lift. Given the challenging topography of the site this approach is considered appropriate. This will help deliver accessible homes which will be able to comply with general lifetime homes standard.
- 8.16 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

Transportation Considerations

- 8.17 Whilst the site has a PTAL rating of 1a which indicates poor accessibility to public transport, it is within a reasonable walking distance of Reedham Station. A total of 7 parking spaces are proposed with one being wheelchair accessible. Cycle storage is provided in accordance with the London Plan.
- 8.18 Woodcrest Road does not form part of any Controlled Parking Zone (CPZ) nor is the highway heavily congested with parked vehicles. Given the unit mix of the development, the uncongested nature of Woodcrest Road and the need to encourage more sustainable methods of transport, this provision is considered acceptable.
- 8.18 Cycle and refuse storage would be secured through condition along with the satisfactory visibility splays.
- 8.19 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Other matters raised by representations

- 8.20 The application site is not located near a site of nature conservation importance nor is there any evidence of protected species on site following the submission of an ecological and species survey. Whilst the site is not subject to a formal tree preservation order, the application has specified that some of the trees on the boundaries with 59 and 55 Woodcrest Road would be retained; again such matters would be secured through condition. Officers are therefore satisfied

subject to a suitably worded condition that the development would not result in a loss of valued vegetation or habitats.

- 8.21 Flooding matters could be adequately addressed through the use of a relevant planning conditions.
- 8.22 Representations have raised concerns over the nature of the parking stress survey in that this uses the Lambeth Methodology and that this is inappropriate as Purley is not an inner city location. The purpose behind the Lambeth Methodology is to ascertain residential parking stress and provides the method for this analysis. It is not place specific as suggested by representations and officers are satisfied that the conclusions of the survey submitted with this application is a true reflection of the site circumstances.
- 8.23 The Community Infrastructure Levy would offset any additional pressures put on local infrastructure of services.

Conclusions

- 8.24 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.