

PART 6: Planning Applications for Decision

Item 6.3

APPLICATION DETAILS

Ref: 17/06121/FUL
 Location: 170 Hayes Lane, Kenley, CR8 5HQ
 Ward: Kenley
 Description: Alterations; Erection of single/two storey front, rear, roof and dormer extensions with accommodation in the loft space. Conversion to form 5 flats and 1 house. Provision of associated parking.
 Drawing Nos: 14.165.TKD.001*, 14.165.TKD.002A, 14.165.TKD.003, 14.165.TKD.004, 14.165.TKD.006, 14.165.TKD.008, 14.165.TKD.006A, 14.165.TKD.007A, 14.165.TKS.2000, 14.165.TKS.2001 and 14.165.TKS.2100
 Agent: Mr Marcello Tomasini
 Case Officer: Tim Edwards

	1 bed	2 bed	3 bed	4 bed	Total
Houses				1 (1x 4b, 7p)	
Flats		3 (2 x 2b, 3p, 1 x 2b, 4p)	2 (1 3b, 5p and 1 x 3b x3p)		
Totals		3	2	1	6

Number of car parking spaces	Number of cycle parking spaces
11	12

This application is being reported to Planning Committee because the ward councillor (Councillor O’Connell) made representations in accordance with the committee consideration criteria and requested committee consideration.

1 RECOMMENDATION

That the Planning Committee resolve to GRANT planning permission.

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:

2 Conditions

- 1) The works shall be carried out wholly in accordance with the submitted plans
- 2) The proposed window within the south-eastern elevation of bedroom 4 within the proposed house shall be obscured glazed and non-opening up to 1.7 metres internally.
- 3) Details of bin and cycle stores to be submitted and approved prior to occupation
- 4) Landscaping scheme to be submitted and approved prior to occupation

- 5) The proposed eastern access shall only be used an entrance and western access as an exit for vehicles.
- 6) Detailed scaled and dimensioned highway access plans, with confirmed sight lines superimposed with current Highway Design Standards prior to occupation.
- 7) Materials as specified within the application.
- 8) Commence the development within 3 years of the date of this decision.
- 10) 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

- 2.3 That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

3.1 Proposal

The applicant seeks full planning permission for the:

- Erection of single/two storey extensions to the existing garage, with accommodation proposed in the roof space, to create a 4 bedroom house.
- Erection of roof and dormer extension to the main dwelling, converting the existing dwelling into 5 separate units.
- Alterations to the existing frontage area to facilitate 11 car parking spaces;
- Alterations to landscaping.

- 3.2 The number of units has been reduced during the course of the application from 7 to 6 units.

3.3 Site and Surroundings

- Residential in character;
- Situated within the Metropolitan Green Belt;
- Adjacent to a site of nature conservation importance;
- Located on Hayes Lane, a local distributor road;
- Tree Protection Order (TPO) 30, 2015 covers a number of trees located within the rear garden.
- PTAL rating of 0.

3.4 Planning History

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

16/05118/FUL

Alterations and erection of single/two storey extensions. Conversion to form 6 one bedroom and 2 two bedrooms flats and provision of associated parking.

Withdrawn

01/00170/P

Demolition of existing garage; Erection of single storey rear extension and detached double garage

Permission granted.

01/01602/P

Demolition of existing garage; Erection of single storey side/rear extension and attached double garage

Permission granted and implemented.

3.5 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 that would be partially screened by existing vegetation. The proposed extensions would be acceptable in scale and not detrimental to the existing open nature of the the Metropolitan Green Belt.
- 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.
- There would be no significant harm to neighbouring properties amenity, given the location and separation distances between the proposed development and surrounding properties.

4 CONSULTATION RESPONSE

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

5 LOCAL REPRESENTATION

- 5.1 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: 10 Objecting: 10 Supporting: 0

5.2 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:

- 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.
- Inadequate parking provision.
- Impact upon trees.
- Impact upon Green Belt.
- Not in compliance with local plan.

5.3 Ward Councillor Steve O'Connell has made the following objection to the scheme:

- Out of character flatted development
- Parking
- Detrimental to Green Belt
- Traffic issues

6 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 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.

6.2 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

6.3 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):

- SP6: Environment and Climate Change
- 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 SUDs and Flood Risk
- DM26 on Metropolitan Green Belt and Metropolitan Open Land
- DM27 Biodiversity
- DM28 on Trees
- DM29 on Promoting sustainable travel and reducing congestion
- DM30 on Car and cycle parking in new development
- Applicable place specific policy

Supplementary Planning Guidance as follows:

- Technical Housing Standards – Nationally Described Space Standards

7 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Townscape and visual impact
- Impact on neighbouring residential amenity
- Amenities of future occupiers
- Parking and cycle storage
- Waste and refuse
- Trees

Principle of Development

- 7.1 The principle of converting existing single family dwellings into flats is established across the borough. As the floor space of the dwelling is over 130m² and would not result in the net loss of a 3 bedroom home, the proposed conversion in principle is acceptable subject to further considerations.
- 7.2 Whilst it is acknowledged that the proposed extensions would exceed the criteria detailed within DM26 in relation to appropriate extensions in the Green Belt, it would not alter the existing nature of the site where a large detached dwelling is situated on a substantial plot. Officers consider no harm is caused to the openness of the Metropolitan Green Belt area.

- 7.3 The proposed development would provide five additional units of a good standard – benefitting from external private amenity space and complying with the Technical Standards (relating to internal floorspace).

Townscape and Visual Impact

- 7.4 The proposal would not have a detrimental impact on the townscape or have a visual impact on the street. The proposed extensions to the existing garage would ensure its subservience to the existing main dwelling, with the roof form mirroring that of the existing garage. Although this element of the proposal would increase in height, overall it is not considered to impact the wider street scene. Dormer windows are proposed across the roof slopes, which are an acceptable scale not to dominate the existing building and are a common feature within the immediate surrounding area.
- 7.5 The extended garage would mirror that of the main dwelling with a mock tudor appearance provided at first floor level. Although this new dwelling would be set back from the roadside, it would front the street unlike the existing house, providing greater surveillance over the forecourt parking area throughout this unit.
- 7.6 Whilst the proposed building would occupy an increased footprint (compared to the existing), it would be somewhat higher and more prominent within the street-scene. The hard standing area at the front of the site would be increased in scale, but alongside the alterations to the dwelling this would be partially screened by the existing soft landscaping. This will help to soften the impact of the development on street and reduce any impact of the proposal on the wider townscape.
- 7.7 Overall the proposal would respect and enhance the surrounding buildings and street scene.

Impact on Neighbouring Residential Amenity

- 7.8 The proposed dwelling is well separated from all adjoining occupiers. The main dwelling is set back from the front boundary of the site by approximately 17.5 metres, whilst the proposed new 4 bedroom unit is setback 27 metres. Taking into account this separation alongside the existing soft landscaping which would screen the development from the adjoining occupiers, overall it is considered that there would not be any detrimental harm to any neighbouring occupier.

Amenities of Future Occupiers

- 7.9 The size and layout, including the outlook from each unit would be acceptable.
- 7.10 There would be considerable private amenity and communal areas to the rear of the dwelling. Furthermore, the ground floor flats and 4 bedroom house would have direct access to private amenity space in the form of a rear garden. Adequate provision has been made for the other units to have private amenity space, with suitable boundary treatments and as such would comply with the above policies.
- 7.11 The relationship between the converted block and new attached house would be acceptable in terms of the future occupiers.

Transport

- 7.12 The subject site is in an area with a PTAL accessibility rating of 0 (on a scale of 1a - 6b, where 6b is the most accessible), as indicated on maps produced by TfL. The site is therefore considered to have very poor access to public transport links.
- 7.13 Minor alterations are proposed to the existing extensive hard standing located at the front of the site. These alterations would facilitate 11 formal car parking spaces on site. Given the sites location within the lowest PTAL and need to avoid overspill parking, overall the proposal provides an acceptable allocation of spaces.
- 7.14 During the course of the application, clarity has been provided on the visibility splays and car parking layout which displayed how the site could be entered and exit in first gear. The existing 2 entrances/exit points would be retained and utilised. A condition is imposed to ensure that the 2 points are used as in-out and not two ways to minimise the potential for vehicles to meet at the entrance or exit of the site and impact upon highways traffic.
- 7.15 Whilst the scheme will inevitably result in more vehicles accessing the site (off Hayes Lane) the additional manoeuvres would not be a considerable increase and therefore highway safety would not be compromised.

Waste and Refuse

- 7.16 The cycle and refuse store has been proposed to the side of the main dwelling. This location is considered acceptable, being partially screened from the wider street scene. Full details including floorplans and elevations would be conditioned accordingly and given the Green Belt location these must be sensitively designed to be kept to a minimum.

Trees

- 7.17 There are a number of trees on site which are covered by TPO 30, 2015. These trees are well separated from the proposed alterations on site and therefore, overall the proposal is acceptable in relation to trees.

Conclusions

- 7.18 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.