



1 SUMMARY OF APPLICATION DETAILS

Ref: [17/03118/FUL](#) (*Link to asociated documents on Planning Register*)
 Location: 176 Pampisford Road, South Croydon, CR2 6DB
 Ward: Purley
 Description: Demolition of existing dwelling and erection of 2 storey building with accommodation within the roof space, containing 1 x 3 bed, 2 x 1 bed and 6 x 2 bed apartments with associated parking and vehicular access of Blackford Close
 Drawing Nos: PMP176/001, PMP176/111, PMP176/200, PMP176/110 and PMP176/100
 Applicant: Mr Christodoulou
 Agent: Barry Hillman
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed
Flats	2 (2 persons)	6 (4 persons)	1 (5 person)

Number of car parking spaces	Number of cycle parking spaces
7	16

1.1 This application is being reported to Planning Committee because the adjoining Ward Councillor (Andrew Pelling) made representations in accordance with the Committee Consideration Criteria and requested committee.

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. In accordance with the approved plans
- 2. Details of parking arrangements, vehicular turning area, visibility splays, vehicular access and egress, garden and communal areas, refuse, cycle and pram stores to be provided as specified within the application
- 3. Details of the security lighting, screening to balconies and disabled parking bay to be submitted to and approved.
- 4. Compliance with condition 3 before occupation
- 5. Existing access to be closed
- 6. Window restrictions in north-east and south-west elevations other than as specified
- 7. Scheme of archaeological investigation to be submitted and approved

8. Samples of the external facing materials to be approved
9. Hard and soft landscaping details to be approved (to include SUDS)
10. Water usage and Carbon Dioxide emission reduction
11. Works to commence within 3 years
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Code of practise for construction sites
- 4) Social housing relief
- 5) Archaeological scope of the written scheme of investigation
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning 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

Proposal

- 3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing building
- Erection of a two storey building with accommodation in roofspace comprising 1x three bed, 2x one bed and 6x two bed apartments
- Provision of 7 car parking space and 16 cycle spaces
- Provision of disabled lift, refuse and pram stores
- Associated hard and soft landscaping
- Creation of vehicular access onto Blackford Close

- 3.2 The main differences between this scheme and the 2004 refused application are:

- A reduced depth of building
- The vehicular access has been re-sited from Pampisford Road to Blackford Close
- Amendments to the detailed design
- A larger communal/garden area
- Relocation of front entrance from the flank wall to front elevation
- Further development along Pampisford Road
- Adoption of the NPPF and change in Local Plan Policies

Site and Surroundings

- 3.3 The site is rectangular in form and consists of a substantial two storey detached dwelling with a parking area towards the front of the site and a large private

garden to the rear. Pampisford Road is predominantly residential in character and has been subject to previous flatted development with recent developments at 172-174, 178 and 180-182 Pampisford Road.

- 3.4 The wider area comprises of semi-detached, detached flatted residential units, with school buildings further south (Cumnor House) and allotments diagonally opposite. Blackford Close is located to the rear of the site and consists of modest two storey link detached residential dwellings. Vehicular access to flatted developments at 172-174, 178 and 180-182 Pampisford Road is via Blackford Close as with this proposal. Blackford Close previously formed part of the rear gardens of the Pampisford Road properties and as such backland/back garden development is a characteristic of the area.
- 3.5 The site lies within an Archaeological Priority Zone and an area at risk of surface water flooding. Pampisford Road is classified as a Local Distributor Road as identified by the Croydon Plan.

Planning History

- 3.6 The following planning decisions are relevant to the application:
- 3.7 **172-174 Pampisford Road**
03/01021/P Planning permission was allowed on appeal in October 2003 for the demolition of existing buildings; erection of 2 two/three storey buildings comprising 14 two bedroom flats; formation of access and provision of 14 parking spaces. This permission has been implemented.
- 3.8 **176 Pampisford Road**
04/04391/P Planning permission was refused in February 2005 for the demolition of the existing building; erection of two/three storey building with accommodation in roofspace comprising 6 two bedroom and 4 one bedroom flats; provision of associated parking.
- 3.9 Refused on three grounds; the siting massing and layout; harm to adjoining occupiers; failure to take account of adjoining sits and would be piecemeal development.
- 3.10 **180-182 Pampisford Road**
06/03769/P Planning permission was allowed on appeal in July 2007 for the demolition of existing buildings; erection of 2 two storey buildings with accommodation in roofspace to provide 10 two bedroom and 3 one bedroom flats; formation of vehicular access and provision of associated parking spaces. This permission has been implemented.
- 3.11 **178 Pampisford Road**
11/02397/P Outline planning permission was granted on the 7th February 2012 for the demolition of the existing building; erection of a two storey building with accommodation in the roofspace to provide 8 flats; formation of vehicular access onto Blackford Close and provision of associated parking

3.12 **178 Pampisford Road**

15/00427/RES - Permission was granted for the reserved matters in respect of outline planning permission 11/02397/P

3.13 **178 Pampisford Road**

15/05406/P – Permission granted for the demolition of the existing building; erection of a two storey building with accommodation in the roofspace to provide 8 flats; formation of vehicular access onto Blackford Close and provision of associated parking. This consent has since been implemented.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of this part of Purley.
- 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 upon Pampisford Road and Blackford Close 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 one or more site notices displayed in the vicinity 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: 13 Objecting: 5 Supporting: 8

- 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:

- Parking congestion as a result of the development
- Further pressure onto Blackford Close
- Loss of privacy/light
- Loss of trees
- Noise and general disturbance
- Not in keeping with the area

Support:

- The development provides much needed affordable housing

6.3 Councillor Andrew Pelling [Local Ward Councillor] has made the following representations:

- Impact on the character and appearance of the narrow part of Blackford Close
- Car park and access directly onto to this narrow road from the development.
- This site is well served by public transport on the Pampisford Road and thus I feel that the proposed car park is too large
- Opens up views in Blackford Close to what will be a less green aspect where mature trees also need protection, thus changing the character and appearance of Blackford Close itself.

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:

- 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:

- 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 There is relevant Supplementary Planning Guidance as follows:

- 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:

1. Principle of development
2. Townscape and visual impact
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Transport
6. Sustainability
7. Trees
8. Ecology

Principle of development

8.2 The application site lies within an established residential area which comprises a mix of flatted and single dwelling development. The principle of the development is therefore considered acceptable subject to further considerations listed below.

Townscape and visual impact

8.3 The two storey massing (with accommodation in roof space) of the development seeks to respect the street scene by ensuring continuity of the established ridge line while the proportions and architectural detailing respect the neighbouring buildings. The building sits comfortably within its plots with adequate spacing to both side boundaries while a large proportion of communal space would be provided to the rear.

8.4 The detailed design of the building picks up on key 'Purley Characteristics' such as timber detailing and tile hanging while the building has a distinct architectural difference to the buildings either side of the site creating visual interest within the street scene.

8.5 The overall scale, massing and design is considered appropriate in respect of the above policies and is not considered to harm the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.6 The layout, including the outlook from each unit would be acceptable. There would be a communal amenity area to the rear of the flats. Furthermore, the flats would have access to private amenity space in the form of a patio or balcony. Adequate provision has been made for communal and private amenity space along with suitable flat and room sizes, which will meet the needs of future residential occupiers and as such would comply with the above policies.

Residential amenity for neighbours

- 8.7 It is noted that the proposed development is marginally deeper than the neighbouring flatted developments at 178 Pampisford road and Colvill Court. This separation distances would negate any perceived harm in terms of visual intrusion. Windows at or above first floor would be conditioned to be obscurely glazed and as such would prevent any overlooking. As such the development would have an acceptable relationship to these neighbours.
- 8.8 A window to window separation distance of approximately 42 metres would exist between the development and the properties with Blackford Close. The separation distance is approximately double the standards set out in the London Plan and as is acceptable. Given this fact the development is not considered to result in a loss of privacy or light to the properties in Blackford Close and therefore this relationship is considered acceptable. Flats surrounding flats would not give rise to an unacceptable relationship in respect of noise and disturbance.
- 8.9 There are no sole habitable room windows in either flank wall of 178 or 174 Pampisford Road, those presently on site are either secondary in nature, are obscurely glazed or serve rooms of less than 12m² (kitchens).

Transport

- 8.10 The subject site is in an area with a PTAL accessibility rating of 1a (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 poor access to public transport links. However regular bus routes are in operation along Pampisford Road.
- 8.11 Provision has been made for 7 on-site parking spaces and the site is capable of providing one disabled space even though not specified at this stage. Provision is also made for on site for cycle storage in accordance with the London Plan. Given the type of accommodation proposed and the need to encourage sustainable transport choice the level of parking proposed is considered acceptable.
- 8.12 Saved Policy UD13 of the Croydon Plan (2006) Saved Policies 2013 requires car parking and access arrangements to be safe, secure, efficient and well designed. The applicant has demonstrated through the provision of pedestrian visibility splays that the proposed access would be safe and efficient and as such it is recommended that such matters are conditioned as part of any approval.

- 8.13 Adjoining occupiers have raised concerns over the increased use of Blackford Close and likely parking congestion that this development would cause. Blackford Road by its nature would not carry a fast or constant stream of traffic. From the Officers site visit it was evident that there was low levels of parking stress on Blackford Close while it was noted that no vehicles were present within the parking area of the development at 178 Pampisford Road, which is now occupied. The marginal increase in vehicle movements as a result of this development would not in the Council's view be detrimental to public safety or result in an unreasonable degree of parking stress.
- 8.14 Refuse collection would be via Blackford Close as other neighbouring developments and would be sited within 20 metres of the highway. This arrangement is acceptable on highway grounds.

Sustainability

- 8.15 CLP: SP Policy SP6.3 (Sustainable design and construction) requires all new build housing to achieve Code for Sustainable Homes Level 4 *or equivalent*. As such it is recommended that a condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

Trees

- 8.16 No trees of merit would be removed to accommodate for the development and the site is capable of providing a meaningful landscaping scheme. As such it is recommended that such matters are secured via condition.

Flood Risk

- 8.17 The site lies within an area at risk of surface water flooding. However given its limited risk it is recommended that the landscaping condition incorporates flood prevention measures such as the use of Sustainable Drainage Systems (SuDS). Any SuDS proposals should be appropriate to the sites identified flood risk.

Conclusions

- 8.18 The proposal would result in the redevelopment of the site which would provide 8 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.
- 8.19 All other relevant policies and considerations, including equalities, have been taken into account.