

1.0 APPLICATION DETAILS

Ref: 19/00959/FUL
 Location: 18 Grovelands Road, Purley, CR8 4LA
 Ward: Purley and Woodcote
 Description: Conversion of the existing dwelling to form 3 flats including a two storey rear and a single storey side extension with internal alterations and associated car parking/landscaping.

Drawing Nos: NMA-XX-00-DR-A-00100 Rev.P7, 1842-NMA-XX-01-DR-A-00101 Rev.P5, 1842-NMA-XX-02-DR-A-00102 Rev.P5, 1842-NMA-XX-ZZ-DR-A-00200 Rev.P4, 1842-NMA-XX-ZZ-DR-A-00201 Rev.P4.

Applicant: Mr R Thompson
 Agent: Jonathan McDermott
 Case Officer: Joe Sales

	1 bed	2 bed	4 bed	6 bed
Existing	-	-	-	1
Proposed flats	1 (1B2P)	1 (2B3P)	1 (4B7P)	-

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
3	5

1.1 This application is being reported to Planning Sub Committee because the number of objections received in relation to the above application has exceeded the threshold in the Committee Consideration Criteria.

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. Time limit of 3 years
- 2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions

3. All new external work and work of making good shall be carried out in materials to match the existing.
4. Details (location, materials and height) of bin-store enclosure, bike storage, retaining walls and boundary fencing to be submitted to and approved prior to the occupation of the development.
5. Private amenity spaces shall be retained for as long as the development remain in existence.
6. Installation of at least 2 100l water butts.
7. Car parking provided as specified
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) Ecology consideration
 - 4) 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.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:
- Conversion of the existing 6 bedroom house into 3 flats.
 - Erection of extensions to side and rear
 - Provision of private external amenity space for each dwelling.
 - Provision of 3 off-street parking spaces requiring alterations to ground level
 - Provision of associated refuse and cycle stores

Site and Surroundings

- 3.2 The application site is a two storey, detached dwelling on the northern side of Grovelands Road. The area is characterised by other detached residential properties of a similar scale. Grovelands Road runs east-west at this point.
- 3.3 The land slopes up quite steeply at the rear of the property towards the north, and also to the west. It similarly drops down to the east.
- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 3 and is a 0.16km (or a 3 minute walk) from Brighton Road and 0.8km (or a 10 min walk) away from Purley District Centre.

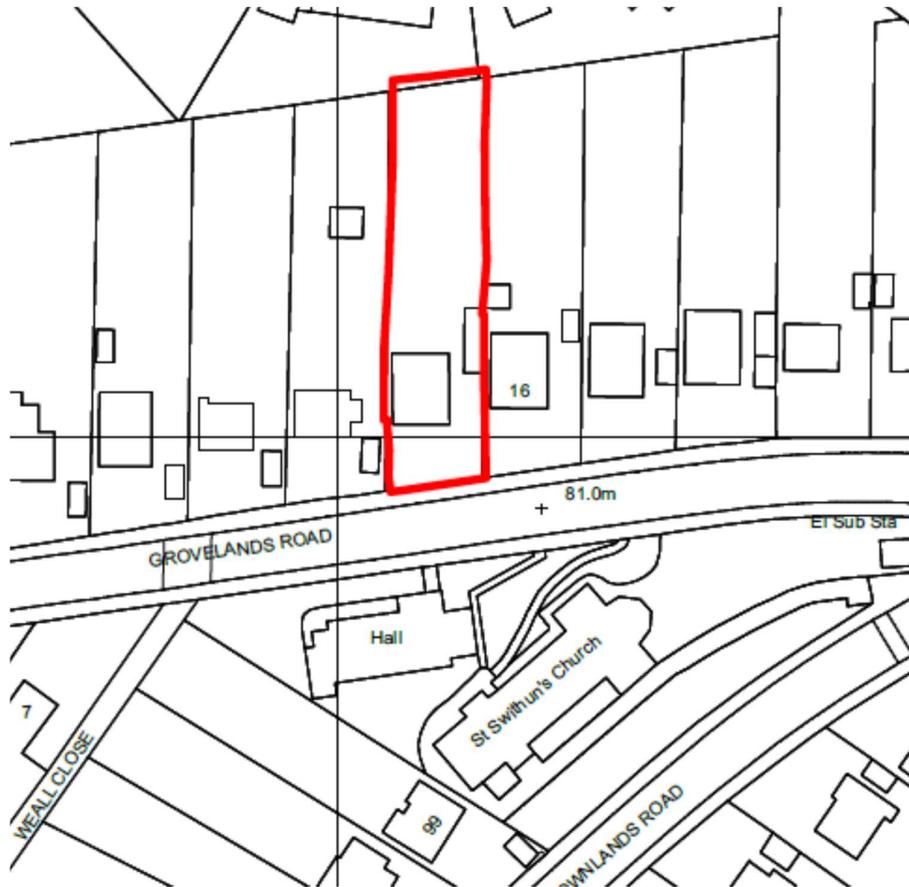


Figure 1: Aerial street view highlighting the proposed site within the surrounding street scene.

Planning History

- 3.5 19/02642/FUL-Demolition of existing dwelling and construction of part 2/part 4 storey building to form 9 dwellings with associated car parking is currently under consideration.
- 3.6 18/05552/LP-A lawful development certificate was granted for the erection of a single storey side/rear extension, two storey rear extension.
- 3.7 15/03126/P-Planning permission was granted for the retention of an enlarged patio area with excavation of rear garden and erection of retaining walls.
- 3.8 14/00976/LP-A lawful development certificate was granted for the erection of a gable end roof extension and dormer extension in rear roof slope
- 3.9 13/04426/P-Planning permission was refused for the erection of a gable end roof extension with dormer extension in rear slope.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable.
- The design and appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- Sustainability aspects can be controlled by conditions.

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 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 14 Supporting: 0 Comment: 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:

Objection	Officer comment
Detrimental impact on tree(s)	Addressed under section Trees and Ecology.
Loss of light	Addressed in Residential Amenity for Neighbours
Not in keeping with the area	Addressed in Townscape and Visual Impact
Obtrusive by design	Addressed in Townscape and Visual Impact
Over Development	Addressed in Townscape and Visual Impact

Impact on highways	Addressed in Access and Parking
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- 6.3 The local ward Councillor, Simon Brew, raised an objection against the application on the following grounds:
- Loss of trees.
 - Inaccuracies of information presented on the application forms [OFFICER COMMENT: There are a number of errors on the application form; however the proposal and its potential impacts is clear from the submitted drawings and statements]
 - Loss of on street car parking spaces on the road.

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. The determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. 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:

- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting sustainable transport

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

7.4 Consolidated London Plan 2015

- 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

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- a Principle of development
- b Amenities of future occupiers
- c Townscape issues
- d Amenities of existing surrounding and nearby occupiers
- e Trees and ecology
- f Flood risk
- g Transportation, Parking and Refuse
- h Other Matters

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Windfall schemes which provide

sensitive renewal and intensification of existing residential areas play an important role in meeting demand.

- 8.3 The site is not designated for any other purpose the principle of residential development is acceptable.
- 8.4 Croydon Local Plan Policy DM1.2 states that the Council will permit the redevelopment of the residential units, where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130sqm. Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized.
- 8.5 The existing dwelling is a 6 bedroom house which was originally constructed as a four storey house and would be converted into flats. The proposed development would provide a 4-bed 7 person flat which would result in no net loss of family homes.
- 8.6 The proposal includes a 4-bedroom home, a 2-bedroom home and a 1-bedroom home, therefore over 30% of the homes on the site would be family sized, in line with the strategic target set out in Policy 2.7.
- 8.7 The site has a suburban setting with a PTAL of 3 and as such the London Plan indicates that the density levels ranges of 200-350 habitable rooms per hectare (hr/ha) are appropriate. Whilst the proposed development would be in the region of 120 hr/ha, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. Given that the proposal is a conversion and extensions to the existing building, this policy should be given very little weight.
- 8.8 The principle of the development can therefore be supported provided the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Housing Quality for Future Occupiers

- 8.9 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standard (NDSS).
- 8.10 The NDSS states that for single storey dwellings the following standards must be adhered:
 - 4-bed 7 person (duplex)115 m2 (117m2 proposed)
 - 1-bed 2 person-50 m2 (54 m2 proposed)
 - 2-bed 3 person-61 m2 (61 m2 proposed)

- 8.11 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant. All of the units provide sufficient amenity space in accordance with the London Housing SPG.
- 8.12 Each dwelling has been allocated private amenity space at the rear of the site. This amenity space can be directly accessed by the individual flats and it is therefore considered that this is acceptable when assessed against the London Housing SPG.
- 8.13 London Plan Policy 3.8 and the London Housing SPG together promote accessible design, but acknowledge that a flexible approach should be taken on small scale developments and conversions. The Housing SPG clarifies that Policy 3.8 should be applied flexibly to ensure that residential or mixed use development is deliverable and notes that a lift may cause practical difficulties for small scale developments (where the depth and width of a plot and height restrictions may inhibit the overall floorplate and massing); and units created by extensions to existing residential homes.
- 8.14 In this case, there is no step free access to the building from the highway, and as a conversion the units would not be fully accessible as a result of the constraints posed by the sloped site and the existing building. A lift could not reasonably or practically be provided within the building whilst also providing the proposed three units, due to the limited floorspace.
- 8.15 However, all units would have separate entrances, with a WC on the same floor as the living room, and the ground floor units would have level access to outdoor spaces.

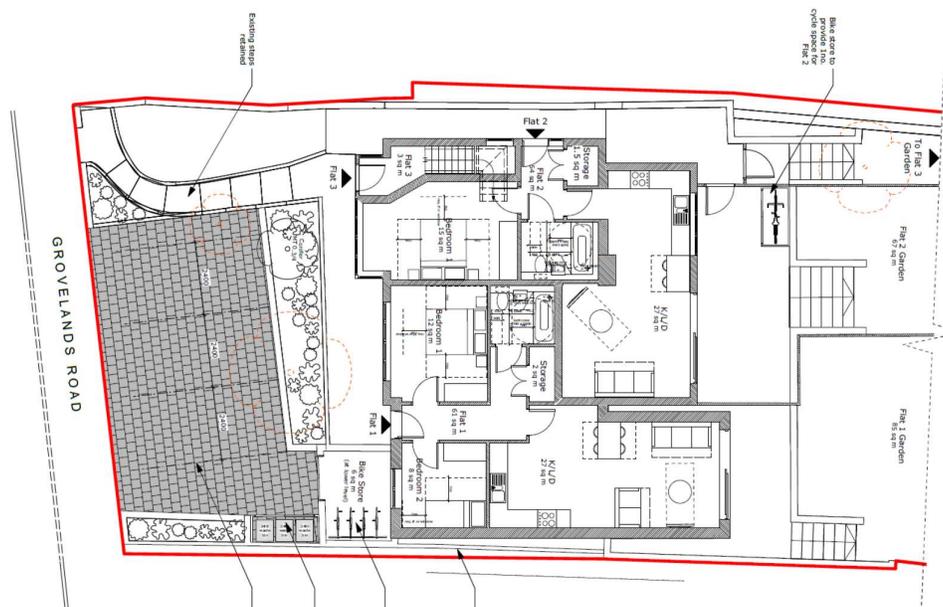


Figure 2: Proposed ground floor plan

8.16 The development is considered to result in a high quality development including 1 x four bedroom family unit all with substantial amenities and overall providing an acceptable standard of accommodation for future occupiers.

Townscape and Visual Impact

8.17 The proposed development seeks to introduce a single storey side and first floor rear extension. The side extension would be sub-servient to the existing dwelling and set back from the front elevation. It would have a pitched roof with a flat top which from the street would look similar to the existing roof pitch. There would be a first floor rear extension above the existing single storey rear extension, which would not cut a line taken at 45° from the neighbouring property, the guidance contained in the “Suburban Design Guide” regarding visual intrusion.

8.18 The proposed roof form is a part hipped/flat roof on the side and rear extensions. The proposed roofs are considered to be acceptable as these are sympathetic to the existing building. The pitch of the proposed roofs match the existing ensuring that they integrate into the existing roof form.

8.19 The existing landscaping at the front of the property will be removed, the land lowered and reconfigured to provide 3 off street car parking spaces. The proposed driveway area would be softened by planting. It is considered that the alterations to the front of the property will not have a negative impact on the existing street scene and are therefore acceptable.

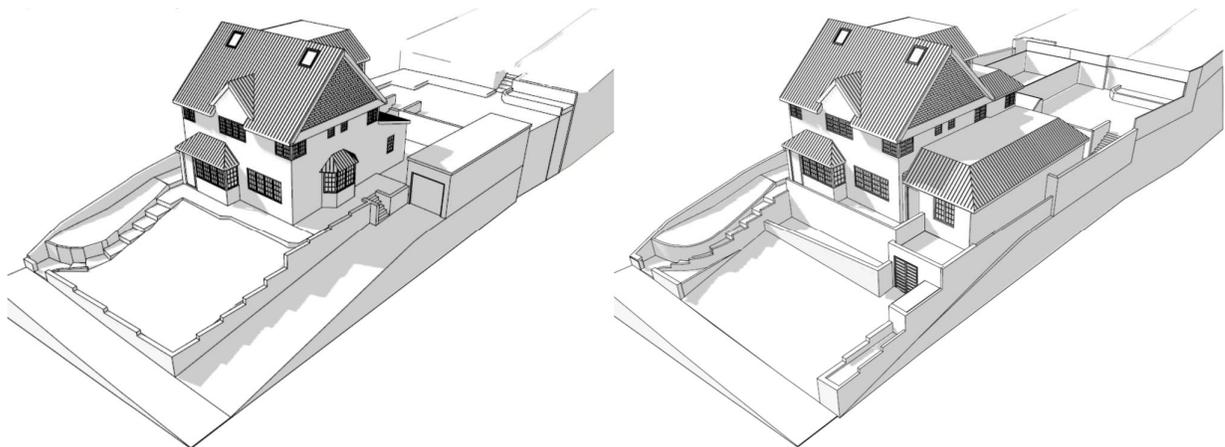


Figure 3: Existing and Proposed extensions

8.20 The proposed materials include white render, upvc windows and plain red roof tiles which will match the existing.

8.21 Having addressed the points above it is considered that the proposals are acceptable when assessed against the Suburban Design Guide and are in accordance with Policy DM10 of the Croydon Local Plan.

8.22 The application site is within an established residential area and is comparable in size to other flatted conversions and neighbouring developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.23 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Residential Amenity for Neighbours

8.24 The main properties that would be affected by the proposed development are 16 and 20 Grovelands Road and 37 Box Ridge Avenue.

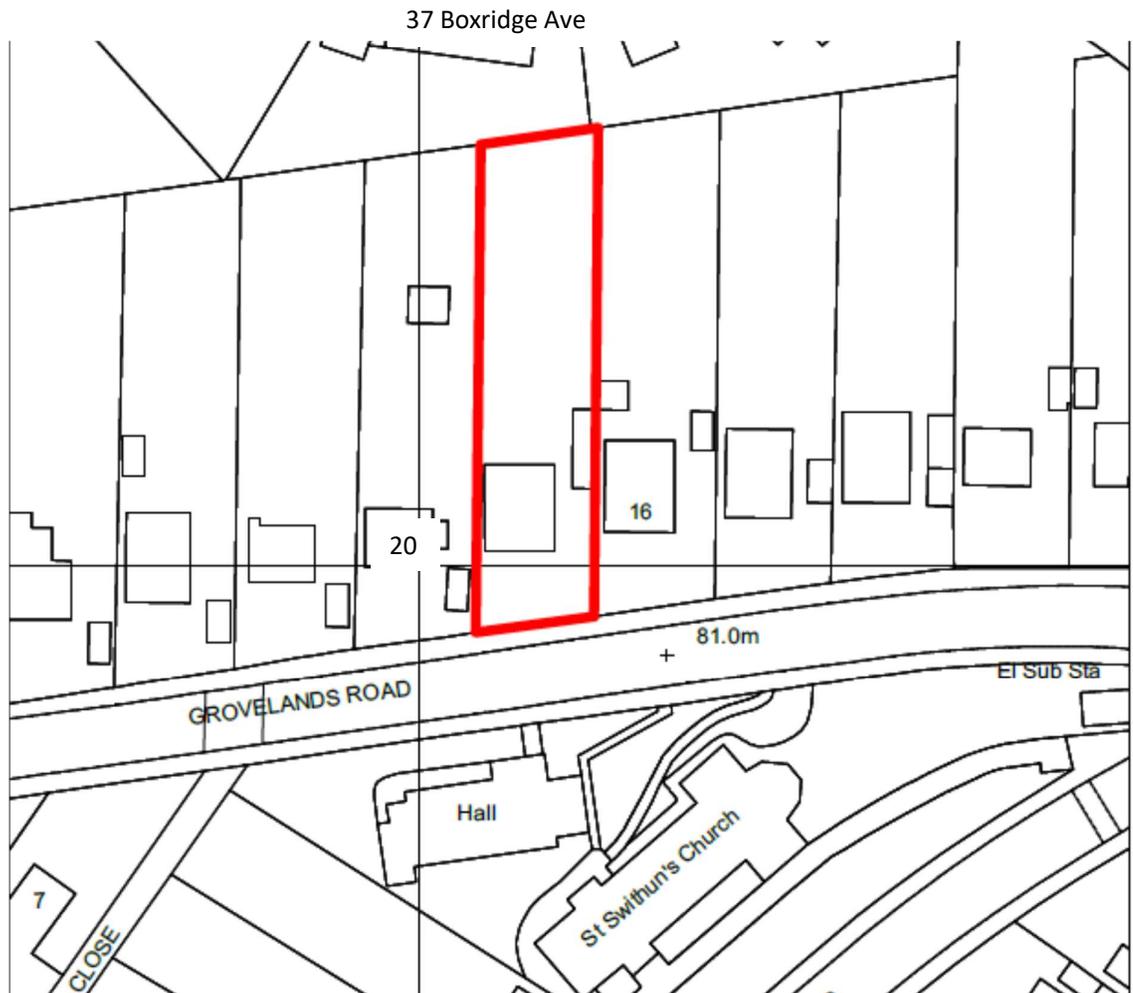


Figure 4: Neighbouring Properties Affected

16 and 20 Grovelands Road

- 8.25 These detached dwellings are located to east and west of the site. The proposed side and rear extensions would fall outside of the horizontal 45 degree line taken from the rear windows of the neighbouring houses, in line with the Suburban Design Guide.
- 8.26 There are no windows proposed that would cause any loss of privacy to the neighbouring properties. The windows which are located on the flank walls are already in place and would therefore not alter the current situation and relationship between the neighbouring properties. No 16 has a side facing ground floor window and door which looks directly on to the existing retaining wall and so the proposal would not significantly affect the impact on these openings. No 20 has side facing first floor windows which appear to be secondary windows to bedrooms. Additionally this property is at a higher level and so would not be significantly impacted by the proposal.
- 8.27 The proposed rear window on the first floor rear extension would not provide any overlooking into the neighbouring properties which would cause concern. The impact on the properties is minimal and the proposals are acceptable.

37 Box Ridge Avenue

- 8.28 This dwelling is located towards the rear of the site along the rear boundary of the garden fence. Whilst the proposed development would include a two storey rear extension, given the distance (approximately 45m) between these properties and trees that are located in between the two, the level of overlooking would be limited.
- 8.29 It is not considered that the proposed development result in an unreasonable loss of daylight to habitable rooms to the neighbouring properties given that the existing house is a detached dwelling with generous separation distances between the adjoining occupiers and the application site. Furthermore the proposals extend out slightly from the existing rear elevation which is within the 3.5m rear extension limit as set out within the Suburban Design Guide.

Access and Parking

- 8.30 The application site is in an area with a PTAL of 3. The site proposes 3 car parking spaces which will be located within a new landscaped driveway. There is a space for each proposed dwelling which is in compliance with Local Plan Policy SP8.
- 8.31 It is not considered that the development would have any significant impact upon the highway network nor would any significant parking stress result from this proposal as each unit will have access to a car parking space.

- 8.32 In order to comply with London Plan standards covered and secure cycle storage is to be provided. The proposed development provides 5 cycle spaces for flats 1 and 3 which are located within the forecourt and an additional space in the garden of flat 2 (which has access to the front of the property). The location of this is considered acceptable subject to details relating to appearance and capacity to ensure they meet London Plan standards and the submission of these details could be secured by condition.
- 8.33 The London Plan and the Croydon Local Plan require refuse storage which is adequately sized, screened and conveniently located. The submitted layout plan shows bin storage, that can accommodate 3x240l bins, to be located at the front of the site and the location of this is considered acceptable subject to materials and appearance details being submitted.
- 8.34 The proposed refuse location would be considered acceptable as it would be convenient for refuse collection and is within a 20m distance from the entrance of all 3 dwellings. Further details of the appearance of the store could be secured by condition.

Environment and Sustainability

- 8.35 Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). A condition requiring site specific SuDS measures would be imposed on any planning permission, alongside the other recommendations of the FRA.

Trees and Ecology

- 8.36 The proposed development seeks the removal of two evergreen trees from the existing front garden so that the development can accommodate car parking. Having consulted our Tree Officer on this matter, it is not considered the removal of trees is unacceptable.
- 8.37 The site is not considered to be suitable for protected species. As such, it is not considered that any significant tree or ecology impact would result from this development.

Other matters

- 8.38 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.39 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no significant adverse impacts on neighbouring occupiers.
- 8.40 The impact on the highway network would be acceptable with adequate car parking being made available, bearing in mind the relatively high levels of public transport accessibility and proximity to district centre facilities. Therefore, the proposal is considered to be in accordance with the relevant policies.
- 8.41 It is the Planning Officers recommendation that the application is approved in line with section 8 of this report.

Other Matters

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