

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 20/03380/HSE  
Location: 37B Brighton Road, Purley, CR8 2LR  
Ward: Purley and Woodcote  
Description: Alterations and the erection of a single storey side extension including pitched roof and conversion of garage to a granny annexe and forecourt parking.  
Drawing Nos: Site Location Plan, GM80-07 (existing), GM80-08 Rev A (except for the "Key Plan"), GM80-09 Rev B, GM80-10 Rev A, GM80-11, GM80-12 Rev B, GM80-13 Rev A  
Applicant: London Borough of Croydon Councillor  
Case Officer: Hayley Crabb

- 1.1 This application is being reported to Planning Sub Committee as the applicant is a Councillor and the Director of Planning and Strategic Transport considers it most appropriate for the planning application to be afforded Planning Sub Committee scrutiny in accordance with the Council's constitution..

**RECOMMENDATION**

- 2.1 That the 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) Three Years
- 2) In accordance with plans
- 3) Obscured glazed windows
- 4) Materials to match the existing
- 5) Parking layout
- 6) Fire Safety (Prior to the commencement of works above ground level)
- 7) Flood mitigation measures/Water butt
- 8) No separate use of Annexe

**Informatives**

- 1) Party Wall
- 2) Transport for London
- 3) Boundary informative

- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

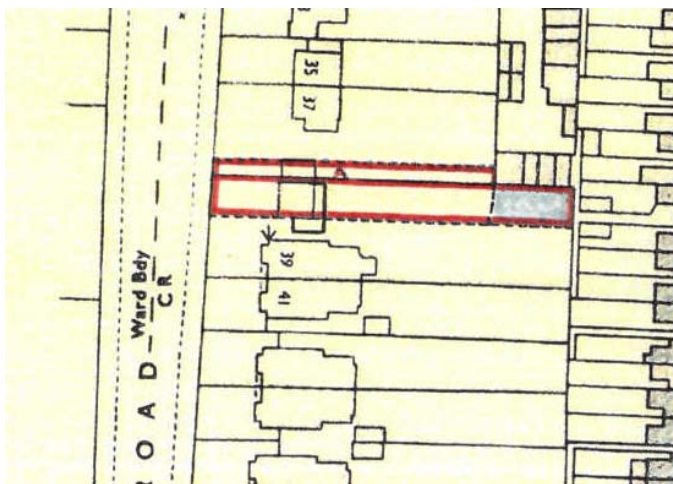
### 3 PROPOSAL AND LOCATION DETAILS

#### Proposal

- 3.1 The proposal seeks planning permission to erect a single storey side extension including pitched roof and conversion of garage to a granny annexe and forecourt parking.
- 3.2 It should be noted that drawing GM80-08 Rev A shows the proposed side extension (internal layout). This drawing however also shows the integral garage as a garage. The internal changes to the existing house/garage is however shown on drawing GM80-12 Rev A. Whilst the whole of the ground floor/changes have not been shown on the same drawing, it is considered the level of information is sufficient in order to assess and determine the application.

#### Site and Surroundings

- 3.3 The application site consists of a two storey house with an integral garage.
- 3.4 The area is primarily residential in character, however it is within close proximity to Purley Town Centre.
- 3.5 The site falls within a PTAL 3 – Moderate accessibility to public transport links. It should be noted Brighton Road is a truck road (TFL road). The site is identified as at risk of flooding.



*Site Location Plan*

## **Planning History**

- 3.6 20/03050/CONR - Variation of condition 4 (i) turning space within the premises shall also be kept free of parked vehicles attached to planning permission 78/20/991 for erection of detached house with integral garage, no 37 and vehicle access to no 39.– Application withdrawn (21.07.2022).

## **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The design and appearance of the development is appropriate.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon highway safety and efficiency is acceptable;

## **5 CONSULTATION RESPONSE**

- 5.1 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

## **6 LOCAL REPRESENTATION**

- 6.1 A total of 29 neighbouring properties were notified about the application and invited to comment. Site Notices were also erected. The number of representations received in response to notification and publicity of the application were as follows:

No of individual responses: 1      Objecting: 0    Supporting: 0    Comment: 1

No responses were received from neighbours or local groups. Two representations were made from an address elsewhere in the borough (approximately 1.5km away), raising the following issues which are addressed in this report:

- Loss of garage/reduction in car parking spaces/turning space
- Plans confusing (The change of the garage to a living space (annexe) including shower room has been shown as clarified in paragraph 3.2 above)

- 6.2 Transport for London (TFL) were consulted. TFL have raised no objection, subject to informatives being placed on the decision.

## **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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

## **8. MATERIAL PLANNING CONSIDERATIONS**

8.1 The principal planning issues relate to:

- a. Townscape and visual impact
- b. Residential amenity of neighbouring occupiers
- c. Transport and highways
- d. Fire Safety Strategy
- e. Other

### **Principle of Development**

8.1.1 The Local Plan supports householder extensions subject to acceptable design and character and impacts on the surrounding area. The proposed extension would be an annexe, which would be intrinsically linked to the main dwelling without separate access, and it would not be capable of being used as a separate dwelling without alteration. A condition is recommended to be attached to the permission preventing the use of the annexe as a separate dwelling. The proposed annexe would not conflict with the development plan.

### **Townscape and visual impact**

8.2 Policy D3 of the London Plan (2021) explains that proposals should deliver buildings that enhance local context, respond to local distinctiveness, building types, forms and proportions; and be high quality, pay attention to detail and use attractive and robust materials. Policy D4 of the London Plan (2021) is also of relevance. Policy SP1.1 of the Croydon Local Plan (2018) indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character. Policy DM10 of the Croydon Local Plan (2018) explains that all new developments should contribute to enhancing a sense of place and improving the character of the area.

8.3 The application includes the erection of a single storey side extension and conversion of the existing garage into an annexe. This includes the removal of the garage door which would be replaced with a window. It is considered the proposed development would be acceptable in terms of its impact on the host house. It would be in keeping with the scale and character of surrounding buildings and their associated settings, and respect the character and visual amenities of the area.

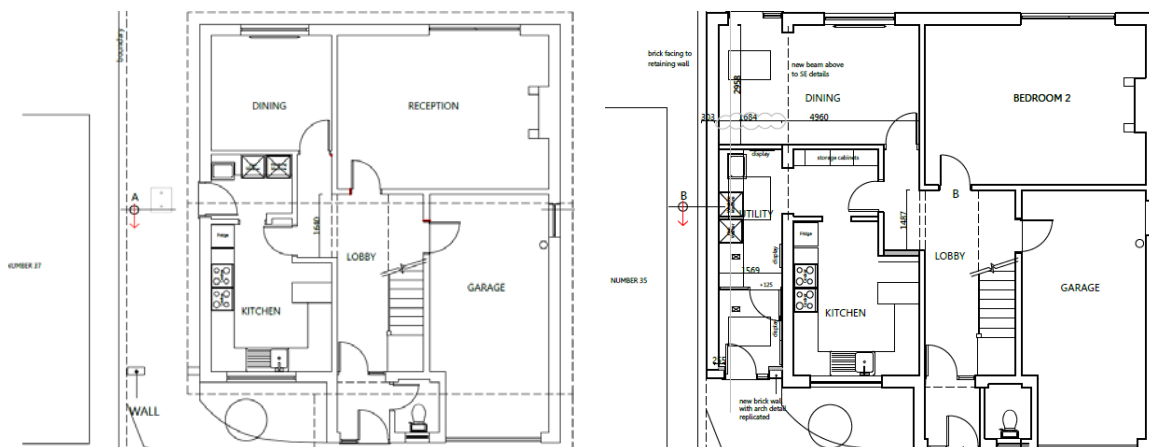


*Existing and Proposed front elevations*

- 8.4 With regard to parking on the frontage, historic photos show that the access/dropped kerb appears to have been there in excess of 7 years. It is proposed to reduce the existing grass area within the front garden, adjacent to the boundary with no. 39. Given that there is already a driveway and other frontages have parking on the frontage, it is considered this would not have an undue impact on the visual amenity of the street scene and character of the area in this instance.

#### **Residential amenity of neighbouring occupiers**

- 8.5 Policy D3 of the London Plan (2021) states development proposals should provide secure safe and inclusive environments, secure outlook, privacy and amenity. Policy DM10.6 of the Croydon Local Plan (2018) explains that the Council will not support development proposals which would have adverse effects on the amenities of the occupiers of adjoining buildings.
- 8.6 The proposed single storey side extension would be located adjacent to the boundary with no. 37 Brighton Road. Amended drawings have been submitted demonstrating that the proposed extension/roofing would fall within the curtilage of the site. The side elevation at no.37 has no side facing windows, therefore there would be no loss of amenity in that respect. The proposed extension would not project forward of the front elevation of no.37, and it would only project 2.3m further rearwards than no.37 with a separation distance of approximately 95cm (mostly within the curtilage of no.37). Given the size, siting and design of the extension, it is considered the proposed development would not have a significant effect on the amenities of no. 37 by reason of loss of light, loss of privacy/overlooking and visual intrusion such as to withhold planning permission. It is recommended for an informative to be placed on the decision for the applicant to measure the development prior to commencement to ensure no part of the extension/roofing would overhang the boundary. It is considered the proposed development would not have an undue impact on any other neighbouring property in this instance.



*Existing and proposed relationship with no.37 (shown to the left)*

## Transport and highways

- 8.7 Policy T4 and T6 of the London Plan (2021) seek to ensure that the road network is safe for all while ensuring that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) is concerned with traffic generation, sustainable travelling and parking standards. Policy DM29 of the Local Plan (Promoting sustainable travel and reducing congestion) part (b) requires that development must have a positive impact and must not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles. At paragraph 10.29 the supporting text states “All development has an impact on traffic movement in the borough. In order to reduce impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking. Policy DM30 promotes sustainable growth and reducing impact of car parking in new development.
- 8.8 The subject site is in an area with a PTAL accessibility rating of 3 (on a scale of 1a - 6b, where 6b is the most accessible) as indicated on maps produced by TFL and provides moderate access to public transport.
- 8.9 Planning permission was granted under application 78/20/991 for the erection of detached house with integral garage, no. 37 and vehicle access to no. 39. A condition was attached 4 (i) requiring that a turning space within the premises shall also be kept free of parked vehicles.
- 8.10 The current proposal seeks to remove the existing garage which would allow two cars to be able to comfortably park on the frontage, given there would not be any manoeuvring from a vehicle in the existing garage. This would allow two cars parked on the frontage sufficient space to turn on site and leave in forward gear. Brighton Road is part of the Transport for London (TFL) Road Network, therefore TFL were consulted. TFL have not raised an objection subject to an informative being placed on the decision in respect of TFL recommendations. It is also recommended for a

condition to be attached for the car parking to be provided as specified in the application prior to occupation of the development so that the vehicular access (crossover) to serve the proposed house shall be implemented as proposed.

### **Fire Safety Strategy**

- 8.11 A Fire Safety statement has been submitted which accords with London Plan Policy D12 and is acceptable with regard to planning policy.

### **Flood Risk**

- 8.12 SP6.4 of the Croydon Local Plan (2018) requires planning decisions to ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding. Policy DM25 is also of relevance. The site falls within an area identified as at risk of flooding. A Flood Risk Assessment (FRA) has been submitted which explains that the surface water will drain into existing areas of planting (although officers have noted above that one of these areas will be lost, some will remain) and an existing soakaway. It is recommended to secure the mitigation measures as outlined in the FRA in addition to the provision of a water butt to minimise surface water run-off.

### **Summary**

- 8.13 The proposed development would comply with the development plan, subject to the recommended conditions, and no material considerations have been identified which outweigh the compliance with the development plan. It is therefore recommended that permission is granted subject to the above planning conditions.

## **6. OTHER MATTERS**

- 6.1 All other planning considerations including equalities have been taken into account.