

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref:	17/04438/FUL
Location:	119 Purley Oaks Road, South Croydon CR2 0NY
Ward:	Sanderstead
Description:	Demolition of existing buildings, erection of 2 pairs of two storey four bedroom semi-detached houses with accommodation in the roof, erection of 2 four bedroom detached two storey houses with accommodation in the roof; formation of vehicular access, provision of parking and landscaping.
Drawing Nos:	6407 - PL13, 6407 - PL14, 6407 - PL12 REV A, 6407 - PL15 REV A and RK2015-SK0001 REV D
Applicant:	Ms Hirschmann of Osborn Securities Limited
Agent:	Mr Ron Terry (Howard Fairbairn Project Services Ltd)
Case Officer:	Robert Naylor

- 1.1 This application is being reported to committee because the ward councillors (Cllr Tim Pollard and Cllr Lynne Hale) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration. Furthermore the objections received are above the threshold 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. No works until details facing materials
3. Refuse/Cycles/Boundary/EVCP
4. Details of car parking
5. Removal of permitted development rights
6. No additional windows in the flank elevations
7. Hard and soft landscaping to be submitted
8. 19% reduction in CO2 Emissions
9. 110l Water Restriction
10. Permeable forecourt material
11. Trees – Protective fencing
12. Details in accordance with Tree Report
13. Details in accordance with Flood Risk Assessment
14. Construction Logistics Plan
15. Time limit of 3 years

16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Highway agreements
- 3) Code of practise for Construction Sites
- 4) Wildlife protection
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

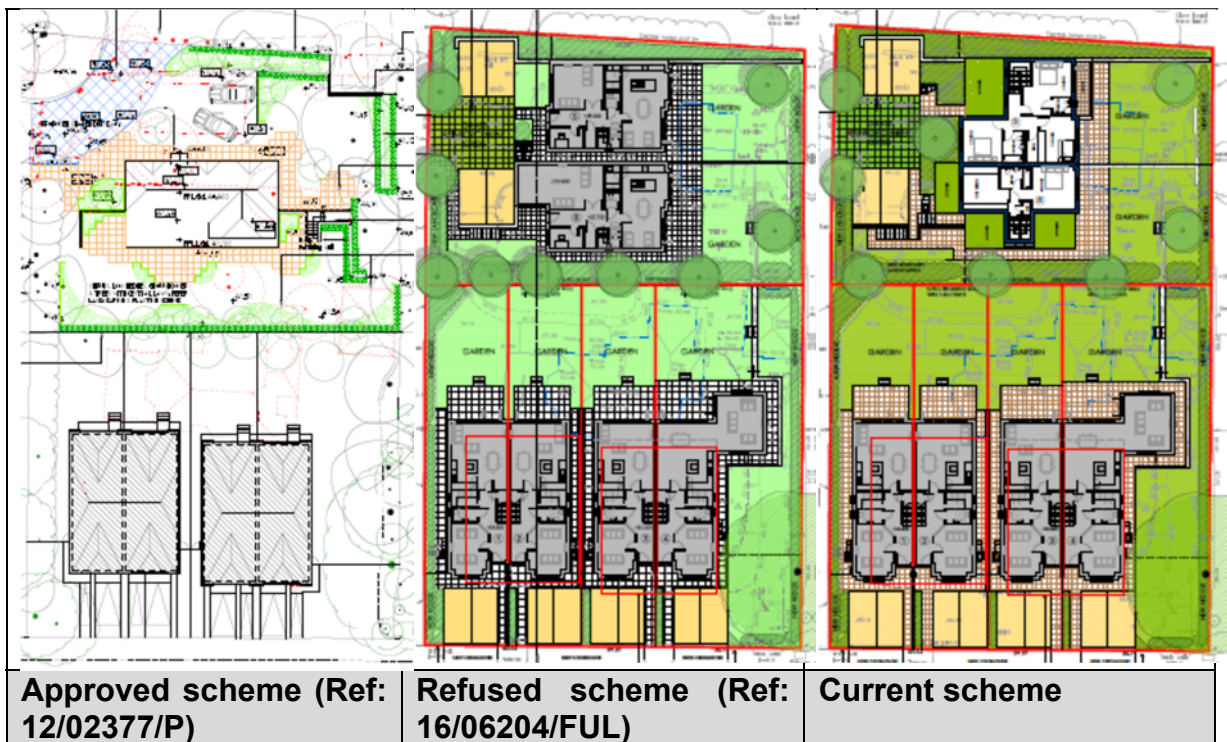
3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is as follows:

- Demolition of existing house
- Erection of two pairs of semi-detached four bedroom houses fronting Purley Oaks Road in a more traditional design
- Erection of a pair of semi-detached houses at the rear of the site with access via Wettern Close in a more contemporary style.
- Provision of 8 off-street spaces (2 spaces per unit)
- Provision of landscaping

3.2 Planning permission has been granted for 4 three bedroomed houses fronting Purley Oaks Road on two separate occasions (Refs: 05/04421/P and 09/00507/P) and as such the principle of the development has been found acceptable in this location. This was further confirmed by the Planning Inspectorate despite dismissing the recent appealed scheme (Ref: 16/06204/FUL).

3.3 Furthermore, the principle of development at the rear with access via Wettern Close has also been found acceptable given that planning permission (Ref: 12/02377/P) was granted for a single detached house. The issue has been the nature of the units at the rear.



Site and Surroundings

- 3.4 The application site is located on the north eastern side of Purley Oaks Road near to the junction with Western Close and is currently occupied by a large two storey detached house with detached garage and swimming pool located at the rear. The site is covered by a TPO (No. 72, 2009).
- 3.5 The area is residential in character, made up of primarily detached houses and flatted developments in varying sized but generally good sized plots. The site is a large plot with a detached dwelling set further back from the road than those either side. There are two pairs of semi-detached three storey dwellings immediately to the south-east of the site set relatively close to the street with car parking in front.
- 3.6 Part of the site is designated as an area of surface water flooding. There are no other designations at the site.

Planning History

- 3.7 The most recent and relevant planning history associated with the site is as follows:

Planning history for the site fronting 119 Purley Oaks Road

- 3.8 05/04421/P was granted for the demolition of the existing building; the erection of 4 three bedroom two storey semi-detached houses with accommodation in the roof space and integral garages, formation of a vehicular access and the provision of associated parking. This permission was never implemented.
- 3.9 09/00507/P for a renewal scheme for the demolition of existing buildings; erection of 4 three bedroom two storey semi-detached houses with accommodation in roof space and integral garages; formation of vehicular accesses and provision of associated parking. Again this has not been implemented.

Planning history for the rear of 119 Purley Oaks Road

- 3.10 07/01411/P was refused for the erection of three detached chalet bungalows; the formation of a vehicular access onto Wettern Close and the provision of associated parking. The reasons for the refusal were a) cramped and overcrowded form of development out of character with the surrounding area; and b) out of keeping with the character of the locality in terms of scale and visual appearance.
- 3.11 The decision was dismissed at appeal, concluding the scheme was an overdevelopment and not compatible with its context and would harm the existing environment, given the lack of amenity space and the increase in the hardstanding.
- 3.12 08/00958/P was refused for the erection of 2 detached four bedroom houses at rear with attached garages. The reason for refusal was unsatisfactory form of back land development and access arrangements, impact of adjoining occupiers and no satisfactory measures to ensure accessibility.
- 3.13 10/00299/P for the demolition of existing buildings at rear; erection of 1 detached three bedroom house and 1 detached four bedroom house on land at rear; formation of access road and provision of associated parking was withdrawn by the applicant.
- 3.14 10/02618/P was refused for the demolition of existing buildings at rear ; erection of 1 detached three bedroom house and 1 detached four bedroom house on land at rear; formation of access road and provision of associated parking and cycle storage. The reason for refusal was on the grounds of a cramped form of development, loss of trees, unsatisfactory car parking arrangements and landscaping proposal
- 3.15 10/04079/P was refused for the demolition of existing buildings, erection of 2 detached three bedroom, two storey houses, formation of vehicular access, provision of associated car parking and landscaping. The reasons for the refusal were a) the cramped form of back land development by reason of layout, scale and design and loss of valued trees and vegetation, unsatisfactory car parking arrangements and landscaping proposals; and b) detrimental to the residential amenities of the occupiers of the adjoining properties by reason of visual intrusion and loss of outlook.
- 3.16 The decision was dismissed at appeal, concluding the scheme would have a detrimental impact on trees and would detract from the character and appearance of the surrounding area. However, it was concluded there would be no impact on the amenities of the adjoining properties.
- 3.17 12/02377/P was approved for the demolition of existing building; erection of a detached three bedroom, two storey house; formation of vehicular access and provision of car parking and landscaping. This permission was not implemented.
- 3.18 15/05391/P for the alterations to the land levels and erection of a retaining wall.
- 3.19 16/01943/P was submitted for the demolition of existing buildings; erection of 2 pairs of semi-detached four bedroom two storey properties with accommodation in the roof; erection of two detached four bedroom two storey properties with accommodation in the roof; formation of vehicular access; provision of parking; and landscaping. This was withdrawn.

- 3.20 16/06204/FUL was refused for demolition of existing buildings and erection of 2 pairs of semi-detached two storey properties with accommodation in the roof. Erection of two detached two storey properties with accommodation in the roof and formation of vehicular access, provision of parking and landscaping. The reason for refusal was the unacceptable siting, bulk, mass and design was detrimental to the character and appearance of the surrounding area and harmful to the residential visual amenity of the neighbouring properties. This was in relation to the rear element only.
- 3.21 The decision was dismissed at appeal, concluding the scheme would not cause unacceptable harm to the living conditions of neighbouring properties in respect of visual amenity, but would result in unacceptable harm to the character and appearance of the surrounding area based on the two detached properties at the rear of the site which due to their three storey height, close proximity to each other and steeply sloping roofs would combine to have a substantial and dominating massing effect and appear cramped on the site, despite the staggered height due to the slope of the land.

Planning history for the property at the rear of the application site at Two Ways, Sanderstead Road which is also considered relevant.

- 3.22 12/01630/P was approved for the demolition of Two ways; erection of a two storey building with accommodation in roof space comprising 10 two bedroom flats; formation of vehicular access onto Wettern Close and provision of associated parking and cycle storage (renewal of planning permission 08/00865/P). This was not implemented.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The issues raised by the Inspector on 16/06204/FUL have been overcome.
- The principle is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is acceptable.
- 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 38 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 22 Objecting: 21 Supporting: 1 Comment: 0

6.2 The following Councillors made representations:

- Councillor Lynne Hale (objecting)
- Councillor Tim Pollard (objecting)

6.3 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:

- Massing and design of the proposed building in relation to the character of the area
- Out of character with the surrounding area
- Access difficulties
- Relationship with adjoining existing developments
- Over development and too cramped
- Massing and loss of light and impacts on amenity
- Loss of trees and vegetation and natural habitat for local wildlife
- Lack of parking in the local area
- Noise and disturbance associated with additional units
- Noise and disturbance during construction phase

Supporting comments:

- The area would benefit from well-designed houses
- Similar schemes have previously been approved
- Off-street parking is adequate

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

- Issues over rights of access [OFFICER COMMENT: This is a civil matter and not a material planning]
- Application not properly advertised [OFFICER COMMENT: The application was notified and re-notified in accordance with the statutory guidance]

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 New Croydon Local Plan (February 2018), 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;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood 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
- DM43 – Sanderstead

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- a) The principle of development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues; and
- h) Other matters

a) The principle of development

8.2 The principle of the development has already been established. The scheme will provide six four bedroomed family houses, as such there is no objection in principle, subject to consideration of the other material issues.

b) Impact of the development on the character and appearance of the area

8.3 In respect to the two pairs of semi-detached properties fronting Purley Oaks Road, the traditional design and style has been accepted through the previous grant of planning permission. The front section of the current scheme is the same as that subject of the appeal. The Inspector found that these units would be set well forward on the site and be prominent features of that part of the streetscene. However, he opined that they would be seen to a significant extent in the context of those existing semi-pairs to the south-east, due to their similar forward position, three storey height, semi-detached nature, use of gable features, and off-street parking in front and thus were acceptable in this regard. This is the same here.

8.4 The principle of development has been established at the rear of the site; the concern has been the location of two detached townhouses which appeared cramped and an overdevelopment for the previous scheme. The previous schemes were considered to occupy too much of the rear open space, creating a more intensive use of the land to the detriment of the surrounding area. Furthermore, the Inspector opined that due to the steep nature of the roofs and closeness of the detached units they appeared cramped on the site and that there was little scope to soften the massing.

- 8.5 The current scheme has been amended to adopt a semi-detached approach with a more contemporary design incorporating a flat roof to reduce the height, footprint and impact to achieve a more spacious and less cramped scheme. The contemporary approach provides more interest in terms of architecture, although this is dependent on the detailing and materiality. As such suitable conditions covering materials and architectural details will be required.
- 8.6 Sanderstead has been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness.
- 8.7 Whilst it is acknowledged that the contemporary approach is different, given the back land nature and the existing land level changes, a more contemporary scheme allows for a reduction in scale and massing to fit in with the overall scale of development found in the immediate area. This combined with the set back of the scheme and the proposed grasscrete area to the front, alongside the additional landscaping helps the scheme sit well within the verdant setting.
- 8.8 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposal would comply with the objectives of the above policies in terms of respecting local character.

c) Impact on residential amenities

- 8.9 The properties that have the most potential to be affected are a) Two Ways at the rear of the site; b) 115 Purley Oaks Road; c) 121 Purley Oaks Road; d) the flatted development at in Wewtern Close; and e) the impacts between the proposed units at the front and the rear of the proposed site.
- 8.10 The properties to the front of the site have been found acceptable in terms of impacts on the neighbouring amenities through the previous permissions and Inspector decisions and the same is true here. It is acknowledged that the development at the rear of the site is set on a higher ground level than the units at the front of the site. However, the Inspector previously found that the larger scheme was unlikely to have an overbearing visual impact or cause a harmful level of visual intrusion when seen from surrounding properties.
- 8.11 The current proposal has sought to address the issue of the rear element by further reducing the overall height and massing and thus would not cause unacceptable harm to the living conditions of the residents of neighbouring properties in respect of visual amenity.
- 8.12 It is not considered that the proposed development would result in undue noise, light or air pollution as a result of an increased number of occupants on the site given the proposal is for a single dwellinghouse. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. These aspects were found acceptable previously.

d) The effect of the proposal upon the amenities of future occupiers

8.13 All the units proposed exceed internal dimensions required by the Nationally Described Space Standards (NDSS). Each of the units have access to private amenity space in excess of minimum standards. The development is considered to result in a high quality development offering a number of new family dwellings with adequate amenities and provides a good standard of accommodation for future occupiers. This has previously been found as acceptable and the same is considered here.

e) Traffic and highway safety implications

8.14 The site is located in an area with a PTAL rating level of 2 which is poor but within easy walking distance of a bus stop on Sanderstead Road. Purley Oaks and Sanderstead Railway stations and in the vicinity, but a fair walk away.

8.15 The proposed level of car parking provides 2 off street spaces per unit with would accord with the London and Local Plan policies and vehicles are able to access and exit the site in forward gear. In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.

8.16 One of the arms of the existing turning head area which forms the Wettern Close Cul-de-Sac would provide the access approach to the crossover to the rear detached residential properties. That section of the Cul-de-Sac is used for on-street parking, so measures would be required to prevent obstruction to vehicles that may access and exit the rear properties. The applicant would be required to bear the costs and enter into a highways agreement with the Council for the design and construction of the proposed crossovers and any associated highway works.

8.17 Overall Strategic Transport have no objection to this application subject to suitable conditions being attached.

f) Impact on trees and wildlife

8.18 There are no arboriculture objections raised, subject to a condition that the development is carried out in accordance with the submitted assessment. No trees are proposed to be removed.

8.19 With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

g) Sustainability issues

8.20 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

8.21 The site lies within a surface water flooding area and is sloping. Given the areas for landscaping there are opportunities for runoff to be directed to soakaways within the site. Officers are satisfied that these issues can be dealt with by condition.

h) Other matters

- 8.22 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst it is acknowledged that the site could reasonably be accessed from Wettern Close, it would be prudent to control details of construction through the approval of a Construction Logistics Plan, to be secured by condition.
- 8.23 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy which will contribute to delivering infrastructure, such as local schools.

Conclusions

- 8.24 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.25 All other relevant policies and considerations, including equalities, have been taken into account.