

1.0 APPLICATION DETAILS

Ref: 19/02132/FUL
 Location: 32 Woodcrest Road, Purley, CR8 4JB
 Ward: Purley and Woodcote
 Description: Demolition of existing house; erection of a four/five storey building including accommodation in the roofspace to provide 8 apartments; provision of 3 car parking spaces, refuse store and new landscaping.
 Drawing Nos: 3935/1, 3935/2 rev.B, 3935/3, 3935/4 rev.B, 3935/5, 3935/6 rev.B, 3935/7 rev.C, 3935/8, 3935/9, 3935/1 TPO.
 Applicant: Macar Developments
 Case Officer: Joe Sales

	1 bed	2 bed (3p)	2 bed (4p)	3 bed
Existing	-	-		1
Proposed flats	1 (1B2P)	1	4	2 (3B5P)

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
3	16

- 1.1 This application is being reported to Planning Committee because the number of objections received in response to the planning application above exceed 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. Details of materials to be submitted
4. Hard and soft landscaping including boundary treatment and retaining walls to be submitted

5. Details of children's play-space to be provided
6. Details (materials, height) of bin-store enclosure to be submitted to and approved prior to occupation
7. No additional windows in the flank elevations
8. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
9. Privacy screens to recessed balconies, details of which to be agreed
10. Car parking provided as specified.
11. Cycle storage
12. Details of electric vehicle charging point to be submitted
13. Construction Logistics Plan to be submitted
14. 19% Carbon reduction
15. 110 litre Water usage
16. Details of site specific SuDS to be submitted
17. Accord with recommendations of the Flood Risk Assessment
18. Accord with the Tree Protection Plan
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
 - 2) Code of practise 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:
- Demolition of existing house
 - The erection of a four/five storey building with accommodation within the lower level and roof level to provide 8 flats, 2 of which would be 3 bedroom family units and four of which would be 2 bedroom 4 person homes
 - Provision of communal external amenity space and children's play space
 - Provision of 3 off-street parking spaces
 - Provision of associated refuse and cycle stores
- 3.2 Amended plans were received during the course of the application which increased the number of family units, moved the entrance level of the unit in the roof and showed accurate relationships with neighbouring properties.

Site and Surroundings

- 3.3 The site comprises a detached dwelling situated on the eastern side of Woodcrest Road. Land levels fall from north-west to south-east (front of the site

to the back). There is an existing off street car parking space, access and garage. The site has a low risk of surface water flooding and a Public Transport Accessibility Level (PTAL) of 1a. The site is 400m (a 7 minute walk) from Brighton Road, 800m (a 10 minute walk) from Reedham Train Station; and 1.4 km (a 17 minute walk) to Purley town centre.



Fig 1: Site Location Plan.

Planning History

3.4 There is no relevant recent planning history at the site.

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 standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- 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 25 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: 71 Supporting: 0 Neutral: 1

- 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
Design and appearance	
Overdevelopment of the site	Addressed in Townscape and Visual Impact.
Out of keeping with street	Addressed in Townscape and Visual Impact.
Impact on amenities of neighbouring properties	
Loss of light to neighbouring properties	Addressed in Residential Amenity for Neighbours.
Overlooking and loss of privacy for neighbours	Addressed in Residential Amenity for Neighbours.
Construction noise and dust will be harmful to local residents	Addressed in Access and Parking.
Landscape/Trees	
Detrimental impact on trees	Addressed in Trees and Landscaping.
Transport and Parking	
Inadequate parking provision.	Addressed in Access and Parking.

Negative impact on highway safety	Addressed in Access and Parking.
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6.3 Purley and Woodcote Resident's Association objected to the proposal on the following grounds:

- Overdevelopment. Massing excessive for location. 4 stories from front; 5 stories from rear. Flank walls ugly and obtrusive - visible from street.
- Overbearing/oppressive on neighbours.
- Inconsistent with & damaging to character of area. Spoils the street scene.
- Inadequate parking, given its relatively poor access to public transport.
- Loss of a good family home.

6.4 Councillor Badsha Quadir (Ward Councillor) objected to the proposal on the following grounds:

- The proposed planning application does not fit in with the characteristics of the road.
- Second floor windows will essentially be windows on the third floor for other houses on the road meaning there will be lack of privacy.
- A severe lack of parking, due to proposed application and cumulative impacts

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 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:

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

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:

1. Principle of Development
2. Housing Quality for Future Occupiers
3. Townscape and Visual Impact

4. Residential Amenity for Neighbours
5. Accessibility and Parking
6. Sustainability and Environment
7. Trees and Landscaping
8. 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. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for new homes.
- 8.3 The application is for a flatted development providing 8 additional homes within the borough. The site is located within an existing residential area and the site is not allocated for any other purpose. Providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle of residential intensification is supported.
- 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 building on site is a 3 bedroom house which would be replaced by two 3-bedroom units. There would be no net loss of three bedroom homes in line with Policy DM1.2. The proposed three-bedroom homes represent 25% of the overall new homes which would assist in meeting the 30% strategic target. Furthermore, 4 of the 2-bedroom homes would also be suitable for families, resulting in 6 or 75% of homes being suitable for 4 or more occupants.
- 8.6 London Plan Policy 3.4 states that development should optimise housing output for different types of location whilst taking account of local context and character. The site is a suburban setting with a PTAL of 1a, and very close (less than 1 minutes' walk in either direction) to a PTAL of 2. As such the London Plan sets out an indicative density ranges of 150–200 habitable rooms per hectare (hr/ha) (for PTAL 1a) or 150-250 hr/ha (for PTAL 2). The London Plan also acknowledges that it is not appropriate to apply these ranges mechanistically, and 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.
- 8.7 The proposed density would be 280 hr/h, which would optimise the site's housing output whilst respecting the local character in line with Policy 3.4.
- 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 unacceptable impacts.

Townscape and Visual Impact

- 8.9 The road is typically characterised by large detached dwellings in a variety of different styles. The existing dwelling does not hold any significant architectural merit and therefore there is no objection to its demolition.
- 8.10 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys and the proposal is for a four/part five storey building with the upper floor accommodated within the roof space (lit by gable/dormer features and roof-lights) and stepping down to the rear with the slope of the ground.
- 8.11 The Suburban Design Guide suggests that where surrounding dwellings are predominantly detached dwellings of two storey, new development should seek to accommodate an additional storey within the roof space. The proposed development would be one storey taller than the adjacent houses and would incorporate accommodation within the roof space. The proposed height would therefore be compliant with the Suburban Design Guide. It also responds to the characteristics of the built form in the local area, with a ridge height between the lower and higher ridge of the properties on either side.
- 8.12 The new building would take on a “contemporary reinterpretation” form and appearance, comprising two gables on the front elevation. The design of the building gives the appearance of a large detached dwelling with a front door. The ground floor of the proposed development is lower than the street, as is the case with the existing building and buildings in the area. This allows the height of the building to respond to the local context whilst sensitively optimising development. The building would use a range of traditional materials such as red and grey bricks with grey upvc windows and brown plain roof tiles.



Figure 2: Elevation of proposed frontage within the street scene

- 8.13 Given the topography of the land, a lower ground floor is proposed at the rear at the level of the rear gardens. The rear elevation has been broken up through the

8.16 Access driveways, forecourt parking and retaining walls to these areas are features commonly found on Woodcrest Road. The existing access and driveway will be replaced with 3 parking bays which would front directly onto the existing highway.



- 8.17 The proposed hardstanding would be softened through the use of landscaping which would be located around the car parking bays and along the front of the site. Given the way the bays have been separated and areas the planting, the hardstanding and retaining walls would not have an overly dominant or incongruous impact on the visual amenities of the area or the street scene.
- 8.18 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.
- 8.19 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.

Housing Quality for Future Occupiers

- 8.20 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).
- 8.21 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 unit. All of the units provide sufficient amenity space which is in accordance with the London Housing SPG.
- 8.23 A communal garden is provided at the rear of the site which was the garden of the original dwelling. As all of the units have private amenity space, the provision of supplementary communal amenity space is considered acceptable. A child play space is shown to be provided within the communal garden, details of which can be secured by condition.
- 8.24 London Plan Policy 3.8 and the London Housing SPG together promote accessible design, whilst advocating a flexible approach on small scale developments. 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).
- 8.25 In this case, there is no step free access to the building from the highway, due to the slope of the street (as is the case with the existing building and generally those throughout the road). The ground floor level of the building is lower than the highway and there is not adequate space to the front of the site to provide a ramped access (of the required gradient) to serve the building whilst respecting the building line of the adjacent properties and the existing street scene.
- 8.26 A lift could not reasonably or practically be provided within the building due to the limited floorspace. However, all units would have a WC on the same floor as the living room, and step free access to outdoor amenity spaces. Additionally,

the entrance to the flat in the roof has been re-located to the second floor and the bike stores are located at the building entrance level. Therefore, apart from when accessing the communal amenity area, the maximum number of floors a resident would walk at any one time to get to their unit would be three. Additionally, small seating areas have been provided on each floor above the ground floor. Considering the scope of the scheme and the topography of the ground this is acceptable.

8.27 Given the site's particular circumstances (its topography, limited size, and infill position); the requirement to respect the character of the street scene; and the steps taken to ensure a proportionate degree of accessible design; the development is considered acceptable under the circumstances.

8.28 The development is considered to result in a high quality development including 2 x three bedroom family units all with substantial amenities and overall providing an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.29 The main properties that would be affected by the proposed development are as follows:

- 33, 35 and 37 Downlands Road
- 30 and 40 Woodcrest Road
- 29 and 31 Woodcrest Road.



Figure 4: Neighbouring Properties

30 and 40 Woodcrest Road

- 8.30 These are the existing neighbouring properties located to either side of the proposed development boundary. Whilst the proposal would be deeper than the plots at 30 and 40 Woodcrest Road, the ground floor would be set down into the ground. The proposed rear elevation wall would not encroach into the “rule of thumb” 45 degree angle, taken from the rear windows 40 Woodcrest Road (either horizontally or vertically).
- 8.31 The proposals do intersect the 45 degree line vertically when measured from the nearest habitable room on the ground floor of 30 Woodcrest. An External Daylight Assessment has been undertaken by the applicant and concludes that the window receptors that serve no.30 and no.40 Woodcrest Road meet the minimum requirements as set out by BRE Guidelines and may only experience a negligible adverse impact in terms of daylight and sunlight. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook for both of the neighbouring properties.
- 8.32 There are no windows proposed that would cause any loss of privacy to this neighbouring property, with proposed side facing ground floor windows either facing the boundary fence or being secondary in function (installed at high level) and obscure glazed below 1.7 metres from internal floor level. No 30 has two small side facing windows located at first floor level. Given that the proposal would not have an unacceptable impact on the main front and rear facing windows and that the SDG identifies side-facing windows as being given minimal protection, the impact on these windows is considered to be acceptable.
- 8.33 The rear balconies would all be recessed and screened to the side and as such, should limit overlooking sideways and into the rear gardens to 30 and 40 Woodcrest Road. On balance, the impact on this property is acceptable.

29 and 31 Woodcrest Road

- 8.34 These are the detached dwellings which are located on the opposite side of the road. Whilst the proposed development would be substantially larger than the existing dwelling, given the distance between these properties and that they are set up higher due to the topography of the road, the level of overlooking from the front of the proposed development across the street would be limited.

33, 35 and 37 Downlands Road

- 8.35 These residential properties are located to the rear of the application site with both rear gardens being around 35 metres in depth. The rear wall of the proposed development would be sited a minimum depth of 34 metres from the rear boundary and given the depth of the neighbouring gardens, the window to window separation would be excessive and would easily comply with town planning expectations. The scheme would therefore maintain adequate light, outlook or privacy. There are existing established garden trees and shrubs along the rear boundary which would also be retained to increase screening between the proposed and existing properties.

Access and Parking

- 8.36 This site has a PTAL of 1a which indicates poor public transport accessibility. As noted above it is near to areas with a PTAL of 2 and there is a public footpath which improves access to key destinations including Reedham Station. The submitted details have been assessed and the development would be expected to generate up to 7 parked cars based on census data and the units proposed.
- 8.37 3 parking spaces are proposed on site. A parking stress survey which has been submitted as part of the application demonstrates that the on-street parking occupancy overnight is at just under 40% meaning there is available capacity to accommodate the anticipated overspill of up to 4 vehicles on street.
- 8.38 Whilst the Suburban Design Guide states that in areas of PTAL 0-1, developments should seek to accommodate all parking within the site, the developer has provided the maximum number of parking spaces possible within the site whilst respecting the existing building line and it is considered that the overspill of up to 4 vehicles on street will not have a detrimental impact on highway safety. A parking stress test has been undertaken that shows at busiest times the occupancy of parking spaces within a reasonable walking distance is only 40%, suggesting at least 67 spaces being available.
- 8.39 Local Plan Policy DM30 states that 20% of parking bays should have Electric Vehicle Charging Points (EVCP) with future provision available for the other bays. Details and provision of the EVCP will be subject to a condition.
- 8.40 Concern has also been expressed by neighbours with regards to construction vehicles accessing the site. It is noted that other large vehicles for deliveries and the like have access to Woodcrest Road as existing. Prior to any works taking place on site, a Construction Logistics and Management Plan will be required to be submitted to the local planning authority by condition to ensure that the road situation has been taken into account. This plan will also detail hours of deliveries, and limit construction hours to reduce the impact on the adjacent properties as far as possible.
- 8.41 A cycle storage area is provided on the ground floor, accommodating 16 cycle spaces which are easily accessible via the main entrance of the building. 15 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). Full details of the proposed storage method demonstrating that the space is large enough for 16 cycles will be secured by condition.
- 8.42 Refuse storage is also shown in the forecourt. It would be adjacent to the highway and would be which is convenient and suitable for refuse collectors. Again, full details to demonstrate that the scale is adequate for the needs of the development will be secured by condition. The access to the cycle and refuse store is secured and in order to prevent any anti-social behaviour from occurring; full details of these arrangement will be secured by conditions.

Environment and Sustainability

- 8.43 Conditions are recommended 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.
- 8.44 The site is located within an area of low risk of surface water flooding and limited risk of groundwater flooding. A Flood Risk Assessment has been submitted as part of the application recommending flood resistance and drainage measures. The proposals seek to infiltrate surface water into the ground in the first instance and therefore surface water will be discharged to a soakaway located on the road situated along the front of the site. The new parking areas along the front of the property will utilise permeable paving in order to provide surface water treatment.
- 8.45 Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS) and the FRA outlines that SuDS measures should be installed. A condition requiring site specific SuDS measures would be imposed on any planning permission, alongside the other recommendations of the FRA.

Trees and Landscaping

- 8.46 The site is not covered by any Tree Preservation Orders and there are no trees of any particular merit on the site.
- 8.47 A tree protection plan has been provided as part of the planning application. The plans show the retention of the existing trees alongside the rear boundary and proposed landscaping. Details of the methods which will be put into practice to protect the mature tree along the adjoining boundary at 30 Woodcrest Road have also been submitted and approved by the council's Tree Officer.
- 8.48 Full details of hard and soft landscaping including boundary treatment will be secured by condition.

Other matters

- 8.49 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

- 8.50 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. The impact on the highway network would be acceptable with adequate car parking being made available. Therefore, the proposal is considered to be in accordance with the relevant policies.

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