



**PART 6: Planning Applications for Decision**

**Item 6.4**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: [17/04484/FUL](#) (*link to associated documents on Planning Register*)  
 Location: 232 Pampisford Road, South Croydon, CR2 6DB  
 Ward: Purley  
 Description: Demolition of existing dwelling and erection of three storey building comprising 7 two bedroom flats and 2 three bedroom detached houses at rear; formation of vehicular access and provision of associated parking, bicycle and refuse storage facilities  
 Drawing Nos: 130, 100 REV A, 101 REV A, 102 REV B, 110 REV B, 111 REV B, 112 REV B, 113 REV A, 114 REV A, 115 REV A, 116 REV A, 118 REV A, 117 REV A, 120 REV B, 102 REV B, 124 REV A, 121 REV B, 122 REV A, 123 REV A and the Location Plan  
 Applicant: Mr P Owen  
 Agent: Mr R Ibbett  
 Case Officer: Georgina Betts

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>
<b>Flats</b>		7 (2b 4p)	
<b>Houses</b>			2 (3b 5p)

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
9	11

1.1 This application is being reported to Planning Committee because a petition was received in accordance with the Committee Consideration Criteria.

**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, vehicular access and egress, garden and communal areas be provided as specified within the application
- 3. Details of the security lighting, visibility splays, screening to balconies, refuse and cycle stores, disabled parking bay and electric vehicle charging points (incl. passive bays) to be submitted and approved.
- 4. Compliance with condition 3 before occupation

5. The second existing access to be closed
6. Window restrictions in northern and southern elevations
7. Scheme of archaeological investigation to be submitted and approved
8. Samples of the external facing materials to be submitted and approved
9. Hard and soft landscaping details to be submitted and approved
10. Details of SuDS to be submitted to and approved
11. Refuse management plan to be submitted and approved
12. In accordance with the tree protection plan
13. Water usage and Carbon Dioxide emission reduction
14. Removal of permitted development rights for the detached dwellings at the rear.
15. Construction Logistics Plan/Management Statement to be submitted and approved
16. Works to commence within 3 years
17. 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) Archaeological scope of the written scheme of investigation
  - 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 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The applicant seeks full planning permission for the following:
- Demolition of the existing building
  - Erection of a three storey building with accommodation in roofspace comprising 7x two bed apartments
  - Erection of 2x detached three bedroom houses at the rear
  - Provision of 9 car parking spaces
  - Associated hard and soft landscaping
  - Provision of 11 cycle spaces and refuse stores

### **Site and Surroundings**

- 3.2 The site is rectangular in form and is currently occupied by a two storey detached property sited adjacent to two flatted developments at 230 and 234 Pampisford Road. The host property is of no strong architectural merit sited 11.5 metres from the adjacent highway with a rear garden depth of 49 metres.

- 3.3 The wider area comprises of semi-detached house and detached flatted blocks, with the application property being one of the last surviving houses in this stretch of Pampisford Road. As such the surrounding area has a varied character with differing architectural styles and materiality. Immediately to the south at the rear of 230 and 228 Pampisford Road lie two detached properties demonstrating that back garden development forms a characteristic of this part of the borough. These properties vary in scale and massing, being two stories in height but with one executed as a dormer bungalow.
- 3.4 The site lies within an Archaeological Priority Zone, an area at risk of surface water flooding and is adjacent to a site of nature conservation area importance and a locally listed historic park and garden. Pampisford Road is classified as a Local Distributor Road as identified by the Croydon Plan.
- 3.6 The adjoining property to the north at 234 Pampisford Road is subject to a Tree Preservation Order (TPO: 13, 1995).

### **Planning History**

- 3.6 The following planning decisions are relevant to the application:

#### **232 Pampisford Road**

14/03796P Conversion to form 2 two bedroom flats; erection of single storey side extension and rear conservatory

[Granted but not implemented]

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

- The principle of the development is acceptable
- The design and appearance of the development is appropriate for the location on Pampisford Road
- The living conditions of adjoining occupiers would be protected
- The living standards of future occupiers are satisfactory
- The highway impact upon Pampisford Road is 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: 5      Objecting: 4      Supporting: 0      Petition: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:

Objections:

- General noise and disturbance
- Not in keeping with the character of the area
- Over development
- Impact on highways/traffic generation/parking stress
- Pollution and traffic
- Harm to neighbouring amenity
- Loss of trees/habitat

## **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) was approved by Full Council on 5th December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3rd February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council are consulting on these modification during the period 29th August – 10th October 2017.
- 7.8 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted.

## **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 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 that there is no projection above the established ridge line. The proportions and architectural detailing of both the frontage and rear buildings are consistent, respecting the varied character of neighbouring buildings. The building sits comfortably within its plots with adequate spacing to both side boundaries while a proportion of communal space would be provided to the front and rear of the site.
- 8.4 The detailed design of the building picks up on key 'Waddon Characteristics' such as cill and header detailing, render and timber. The building has a distinct architectural difference to the buildings either side of the site creating visual interest within the street scene. The development optimises a rearward

projecting two storey element providing a split level unit which is well articulated with the main mass of the building.

- 8.5 The detailed single dwellings to the rear are of a smaller scale but of a similar architectural design as the main block. This approach not only respects the character of the area as outlined above but ensures architectural continuity across the site.
- 8.6 The overall scale, massing and design is considered appropriate in respect of the above policies and would respect the character and appearance of the surrounding area.

### **Housing quality for future occupiers**

- 8.7 The layout, including the outlook from each unit would be acceptable while it is acknowledged that this development would contribute to the much needed supply of family units across the borough. All flats would have access to private amenity space in the form of a patio or balcony and there would be a communal amenity area to the rear. The detached dwellings to the rear would have a private rear garden as with neighbouring developments. 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**

- 8.8 The existing detached property is enclosed by two flatted developments. It is noted that the proposed development is deeper than its immediate neighbours. However this is restricted to the central two storey element with separation distances of 5.8/12.8 metres to 230 Pampisford Road and 13.8 metres to 234 Pampisford Road.
- 8.9 The central element is a lower height with adequate vegetation retained (where possible) along both side boundaries. This would be supplemented with additional planting. The main two/three storey mass would not project beyond the rear of 234 Pampisford Road while a 1.6 metre projection beyond 230 Pampisford Road would exist. Given the siting of the main bulk, the centralisation of the lower height two storey element and separation distances the flatted development is not considered to harm the residential amenities of the adjoining occupiers. No sole habitable room windows are placed in either flank walls of 230 and 234 Pampisford Road. The siting of habitable windows in the flank wall of the development are acceptable due to the solely non-habitable room windows in the flank walls of both neighbouring developments.
- 8.10 The detached dwellings at the rear would be sited approximately 25.1 to 32.4 metres from that of 230 and 234 Pampisford Road as such is not considered to give rise to visual intrusion or result in a loss of privacy. 21.8 metres would exist between the central two storey core and that of the detached dwellings to the rear, which is acceptable.

### **Transport**

- 8.11 The subject site is in an area with a PTAL accessibility rating of 1b (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.
- 8.12 Provision has been made for 9 on-site parking spaces and the site is capable of providing one disabled space (controlled by condition). Provision is also made for on site for cycle storage. Given the type of accommodation proposed and the need to encourage sustainable transport choice the level of parking proposed is considered acceptable. The cycle storage currently depicted falls short of London Plan Standards however such matters can be secured via condition.
- 8.13 The applicant has demonstrated that the proposed access would be safe and efficient with a minimum width of 3 metres and as such it is recommended that such matters are conditioned as part of any approval. Pedestrian visibility splays can be secured via Condition.
- 8.14 Refuse collection would be via Pampisford Road as with other neighbouring developments. Such matters could be secured via condition as part of a waste management plan. Any refuse areas should be sited within 20 metres of the highway and should be enclosed and secure. Given the overall size of the site this can be accommodated however such details would be secured through condition.

### **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 the development while the site is capable of providing a meaningful landscaping scheme. The protected tree on the adjacent site would be adequately protected as part of the development and the Council Trees Officer has raised no concerns in this respect. It is recommended that the tree protection plan is conditioned as submitted, while full hard and soft landscaping details are secured at a later stage.

### **Flood Risk**

- 8.17 The site lies within an area at risk of surface water flooding. A Flood Risk Assessment was submitted with the application which requires sustainable on site drainage. Details of site specific Sustainable Drainage Systems (SuDS) would be secured via condition. Any SuDS proposals should be appropriate to the sites identified flood risk.

### **Other matters**

- 8.18 Given the separation distance between the development and the locally listed historic park and garden to the east the proposal is not considered to harm its setting.
- 8.19 While the site is near a site of nature conservation area importance there was no evidence of protected species on site. As such the proposal is not considered to harm any ecological interest in or around the site.

### **Conclusions**

- 8.20 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.
- 8.21 All other relevant policies and considerations, including equalities, have been taken into account.