

PART 6: Planning Applications for Decision

Item 6.6

1.0 APPLICATION DETAILS

Ref: 18/03185/OUT
Location: 20 Manor Way, Purley, CR8 3BH
Ward: Purley and Woodcote
Description: Demolition of the existing building. Erection of a 2/3 storey building comprising 8 flats. Provision of associated parking.
Drawing Nos: 217-D-00, 217-D-02 REV B, 217-D-04, 217-D-05, 217-D-06, 217-D-08, 217-D-10, 217-D-11, 217-D-12, 217-D-13, 217-D-14 and 217-D-15.
Agent: N/A
Applicant: Silverleaf Group
Case Officer: Georgina Betts

- 1.1 This application is being reported to Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT outline 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) The reserved matters application shall be submitted with 3 years and the development shall begin no later than 5 years from the date of the permission
- 2) Prior to the occupation of the development details of any (1) boundary walls and fences or other means of enclosing the site, (2) visibility splays, (3) refuse/cycle stores, (4) electric vehicle charging points
- 3) In accordance with the approved plans
- 4) Hard and soft landscaping including play equipment to be submitted
- 5) Details of external facing materials to be submitted
- 6) Water usage and carbon dioxide reduction
- 7) Submission of a construction logistics plan/management strategy
- 8) Submission of a drainage strategy
- 9) Restrictions on windows in the north-eastern and south-western elevations
- 10) The ground floor of the development shall be compliant with part M4(2) of the 2013 Building Regulations
- 11) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community infrastructure Levy
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks outline planning permission for the:

- Demolition of existing building
- Erection of a two/three storey building comprising of 8 flats (2x one bedroom, 4x two and 2x three bedroom flats)
- Provision of associated parking, play space, landscaping, cycle and refuse stores.

3.2 The matters for consideration at the outline stage are as follows:

- Access
- Appearance
- Layout
- Scale

3.3 Landscaping would be dealt with at the reserved matters stage.

Site and Surroundings

3.4 The application site lies on the north-western side of Manor Way and is currently occupied by a large detached bungalow dating back to the 1910/20's. The existing property sits in an elevated position with an inclining driveway.

3.5 The surrounding area is typically residential in character comprising large detached dwellings varying in design and character. Most properties are sited within generous plots benefitting from large quantities of established soft landscaping. Land levels rise from the south-east to the north-west and therefore the properties on the south-eastern side of Manor Way are typically a storey lower to those properties to the north-west.

3.6 The application site is at risk of surface water flood risk as identified by the Croydon Flood Maps. The site has a PTAL rating of 1a and has poor access to public transport however the site is within a reasonable walking distance of bus routes and Reedham Station.

Planning History

- 3.7 17/03581/FUL: Construction of first floor with accommodation in roofspace to include the erection of a dormer extension and installation of rooflights; erection of single storey rear extension.

[Permission granted but not yet implemented]

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- a. The residential nature of the development can be supported in principle
- b. The development would have limited impact upon the character and appearance of the surrounding area.
- c. The development would have an acceptable relationship with neighbouring residential properties.
- d. The standard of accommodation for future occupiers is satisfactory
- e. Access, parking and turning arrangements are acceptable.
- f. Flood risks can be appropriately addressed through the use of 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 way of letters sent to neighbouring occupiers of the application site and site and press notices. 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: 54 Objecting: 54

- 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:

- Out of character
- Additional cars clogging traffic flow/parking stress/overspill parking
- Inadequate parking/no disabled parking
- Over development
- Visually intrusive design/inappropriate design
- Noise and general disturbance
- Loss of privacy
- Demolition/construction hazard to residents
- Strain on local amenities/infrastructure
- Loss of vegetation/natural habitats

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

- Devalue property prices [Officer Comment: this is not a material planning consideration]

- The development would set a precedent [Officer Comment: each application is judged on its own planning merits]
- Restrictive covenants [Officer Comment: this is not a material planning consideration]

6.4 Councillor Badshar Quadir has made the following representations:

- Inappropriate massing
- Out of character

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 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM10 on design and character
- DM13 on refuse and recycling

- DM23 on development and construction
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- The principle of the proposed development
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations

Principle of development.

8.2 The application site is currently occupied by a detached single storey bungalow which is in single family occupancy and is currently occupied. The current GIA is xxxsqm and so the development would not result in the net loss of a small family dwelling house.

8.3 The residential accommodation would be provided in the form of flats which is not be at odds with the established residential character. The proposed development results in the net gain of 7 homes, 5 of which would be classified as family homes under the CLP 2018. The principle of the development can therefore be supported.

Townscape and Visual Impact

8.4 The applicant proposes to demolish the existing bungalow and erect a two/three storey building with accommodation in the roofspace comprising of 2x one bedroom, 4x two bedroom and 2x three bedroom flats. The two storey mass with the accommodation in the roofspace is of a similar height and scale to that of the immediate neighbours. Policy DM10.1 of the CLP 2018 seeks to ensure that developments achieve a minimum of three stories while respecting the character of the surrounding area. The overall height and massing of the development therefore respects the established character of the surrounding area

8.5 The design of the development has a traditional asymmetrical proportion with the introduction of a catslide roof slope picking up on nearby architectural features.

Properties on south-eastern side of Manor Way opposite the application site.



8.6 The indicative materiality of the building is sympathetic to the wider character of Purley which is characterised by the Arts and Crafts movement. The development is considered to be well designed responding to the site's context and would sit comfortably within the street scene.

Image depicting the proposed street scene context



- 8.7 A large proportion of the rear garden would be retained with enhanced and formalised amenity space for future occupiers which is capable of providing play space in accordance with the CLP 2018. The retention of boundary vegetation would enhance such areas ensuring that the strong verdant character is retained.
- 8.8 Representations have raised concerns over the impact of the front parking area on the character of the surrounding area. Given the steep rise in land levels towards the rear of the site parking at the rear is not considered appropriate given the extent of excavations which would be required. As such, the applicant has opted for forecourt parking which is not dissimilar to that of neighbouring properties, be it on a slightly larger scale. The hardstanding area has been kept to a minimum with good opportunities for soft landscaping therefore minimising its visual impact. Given the sites constraints and established parking practises in the surrounding area forecourt parking is not considered to result in demonstrable harm to the character and appearance of the surrounding area.

Proposed site layout



8.9 For the reasons given above the development is considered to have an acceptable townscape and visual impact.

Impact on Neighbouring Residential Amenity

8.10 The application sites lies between 18 and 22 Manor Way with the land rising to the north-west. The development would have a 'T' shaped footprint and would have separation distances of approximately 12.47 metres from 18 Manor Way and 13.25 metres to 22 Manor Way. Rearward projections of approximately 5.65 to 12.49 metres would exist beyond both No18 and No22 however the depth would be offset given the separation distances. Given the generous separation distance, the modest rearward protection and the presence of boundary screening the development is not considered to appear visually intrusive to either of these neighbouring properties.

8.11 It is noted that there is a side facing dormer window located in the south-western elevation of 18 Manor Way which is believed to serve a bedroom within the loft space. From Council records dating back to 1913 it would appear that this side facing dormer window is an extension to the original property however no records can be found. Regardless of the existence of this window a separation distance of approximately 12.49 metre would exist. Given the generous separation distance between this window and the proposed development it is considered that this window would not be unduly harmed by the development.

- 8.12 No sole habitable room windows are proposed at or above first floor level in either flank elevation while all balconies could be appropriately screened. As such it is not considered that the proposed development would give rise to a loss of privacy.
- 8.13 Given the separation distance to the neighbouring properties to the south-east and north-west no other properties are considered to be adversely affected by the development. For the reasons given above the development is considered to have an acceptable relationship with the adjoining occupiers. In terms of issues with noise and general disturbance as a result of the building works such matters could be secured through a condition as part of a Construction Logistics Plan/Management Strategy.

The standard of accommodation for future occupiers

- 8.14 The development would provide a good unit mix with all units providing a good standard of accommodation and would contribute to the Borough's need for new homes (3x 2b4p's, 1x 3b6p and 1x 3b5p). All units meet the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.15 All units are provided with private amenity space in accordance with the London Plan standards and have access to a generous communal garden at the rear which is capable of complying with playspace standards set out in the Croydon Plan. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 8.16 Level access would be provided to the front elevation with ramped/level access to the flank elevation leading to the rear communal area. The development does not incorporate a lift and as such the building is not capable of being fully compliant with part M4(2) of the 2013 Building Regulations. Given the challenging topography of the site and the lack of a lift it is considered that only the ground floor is capable of being compliant with M4(2); a condition is therefore suggested in this respect.
- 8.17 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

Transportation Considerations

- 8.18 The site has a PTAL rating of 1a which indicates poor accessibility to public transport however is within a reasonable walking distance of bus routes and Reedham Station. A total of 8 parking spaces are proposed while cycle storage is provided in accordance with the London Plan. Manor Way does not form part of any Controlled Parking Zone (CPZ) nor is the highway heavily congested with parked vehicles. Given the unit mix of the development and the uncongested nature of Manor Way this provision is considered acceptable.
- 8.18 Cycle and refuse storage would be secured through condition. In addition the Council would seek to secure the following via condition;

- Visibility splays

- Construction Logistics Plan/Management Strategy

8.19 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Other matters raised by representations

8.20 The application site is not located near a site of nature conservation importance nor is there any evidence of protected species on site nor is the site subject to a formal tree preservation order. While the applicant has provided an indicative landscaping proposal of part of this outline application the full details would be secured at the reserved matters stage. Officers are therefore satisfied that the development would not result in a loss of valued vegetation or habitats.

8.21 Flooding matters could be adequately addressed through the use of a relevant planning conditions.

8.22 The Community Infrastructure Levy would offset any additional pressures put on local amenities or infrastructure.

Conclusions

8.23 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.