

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/04443/FUL
 Location: 1 Wyvern Road, Purley, CR8 2NQ
 Ward: Purley
 Description: Demolition of existing house and erection of 6 dwellings in two buildings with external bin and cycle store with associated parking and landscaping
 Drawing Nos: 2017.165.01, 2017.165.03 rev D, 2017.165.04 rev A, 2017.165.05 rev A, 2017.165.06 rev A, 2017.165.07 rev A, 2017.165.09 rev A, 2017.165.10 rev A, 2017.165.11 rev A, 2017.165.12 rev A, 2017.165.13 rev A, 2017.165.14 rev A, 2017.165.16 rev A, 2017.165.17 rev A, 2277-002
 Applicant: ND Homes Ltd
 Agent: Patrick Stroud- Sole Practitioner
 Case Officer: Victoria Bates

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing				1	
Proposed				6	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	12

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 planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement and 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. Construction Logistics Plan to be submitted
- 4. Details of site specific SuDS to be submitted
- 5. Protection measures for retained private trees and street trees to be submitted
- 6. Details of materials to be submitted
- 7. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted
- 8. Details of electric vehicle charging point and disabled bay to be submitted

9. All units to meet requirements for M4(3)
10. Details of cycle parking
11. No other openings in flank elevations and side facing windows to be obscure
12. 19% Carbon reduction
13. 110litre Water usage
14. 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) Highway works
- 5) Accessible units
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.3 That the 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
- Erection of 6 x 4 bedroom dwellings in the form of two buildings
- Provision of 6 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received to alter the unit mix, site layout and massing.



Figure 1 Proposed site layout

Site and Surroundings

- 3.3 The site comprises a detached dwelling and outbuildings located on the corner of Pampisford Road and Wyvern Road. Land levels fall from north to south and the site is bound to the southern and eastern boundaries by mature trees and vegetation. The surrounding area is predominantly residential and an array of building styles and sizes can be found in close proximity.
- 3.4 The site is located across the road from a Tier 1 Archaeological Priority Zone. It has a PTAL of 1B which indicates poor access to public transport and is close to the services and shops nearby on Brighton Road.
- 3.5 The site is in an area at low risk of surface water flooding.



Figure 2 Location of the site

Planning History

- 3.6 08/01252/P Erection of two storey side extension and detached double garage. Refused July 2008

08/03486/P Erection of single storey side extension and dormer extensions in side and rear roof slopes. Granted January 2009

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates 6 family sized units
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 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.

Greater London Archaeological Advisory Service (GLAAS)

GLAAS advise that no there are no archaeological requirements for the site as it is unlikely that there is significant archaeology present at the site.

Ecology Consultant

The Council's ecology consultant reviewed the submitted reports on the impact on protected species and recommended conditions be attached [OFFICER COMMENT: the required conditions are recommended]

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 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: 60 Objecting: 60 Supporting: 0 Comment: 0

One of these representations was from the Purley and Woodcote Residents Association.

- 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
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.2-8.6 of this report.
Out of keeping with existing development in the area in terms of height and bulk. Obtrusive design.	Addressed in Section 8.7 – 8.14 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.20 - 8.22 of this report.
Extra pollution and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra

	pollution or noise that is not associated with a residential area.
<i>Trees/Ecology/Environment</i>	
Loss of trees	Addressed in Section 8.32 of this report.
<i>Transport and parking</i>	
Increased parking stress on Wyvern Road	Addressed in Section 8.24 of this report.
<i>Other matters</i>	
Pressure on existing sewerage system.	Addressed in Section 8.36-8.38 of this report
Cumulative impact with another proposal on Barham Road	Parking concern addressed in Section 8.24 of this report. Each development will provide suitable on-site sustainable drainage and each will provide CIL contributions.

6.3 Councillor Quadir objected on the following grounds (prior to amendments):

- Over development due its size, massing and density.
- Insufficient parking
- Loss of vegetation and trees in the area
- The proposed development is not within the characteristics of the area.

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:

- 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:

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

Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 below.

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
- 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

7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The Mayor's Intend to Publish version of the New London Plan was submitted to the Secretary of State who has now issued a direction and one awaits to hear how the London Mayor responds. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

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. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment

7. Other matters

Principle of Development

- 8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.3 The Croydon Suburban Design Guide (2019) sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a housing development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal respects existing residential character and local distinctiveness, and accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes by setting a strategic target of 30% of new units to have 3 bedrooms. The existing building on site is a 4 bedroom house with a floor area of approximately 252sqm. There would be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2 and all of the proposed units are 4-bedroom homes which provide family accommodation.

Townscape and Visual Impact

- 8.7 Wyvern Road is made up of detached properties. The building on the application site does not hold any special significant architectural merit or protection and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale,

height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.

8.9 The Suburban Design Guide suggests appropriate ways of accommodating intensified development on sites and suggests that where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope.

8.10 The 'sympathetic and faithful' design approach within the SDG has been used which is appropriate for Wyvern Road. The character analysis within the Design and Access statement shows how the design of the two buildings respects the streetscene. The detached houses on the street have slight variations. The proposal would respond to the varying proportions of red brick and tile hung elevations, presence of front dormers and brickwork detailing. The height of the two buildings would also respect neighbouring properties. The eaves height would match 3 Wyvern Road and the ridgeline would be a similar height. The roof form does not match other roof forms on the street, however on balance this is acceptable given the quality of the other elements of the design.



8.11 The proposal utilises the gradient of the site and includes lower ground floor accommodation. Small changes in the brickwork subtly break up the massing from this view. From Pampisford Road, the lower ground floor and part of the ground floor would be screened by the trees along the boundary.



Figure 3 Proposed rear elevation showing lower ground floor

8.12 The design of the proposal is sensitive to the streetscene and would respect the appearance, existing materials and features in accordance with DM10 of the Croydon Local Plan. Specific materials are proposed to reflect the character of the area and detailing, in the form of string courses and brick detailing, to reflect what is found locally are proposed. Details will be conditioned to ensure a high quality appearance.



Figure 4 Examples of detailing responding to local area

- 8.13 The forecourt at the front of the site would have 6 car parking spaces, a refuse store and cycle store. Soft landscaping is proposed and details would be conditioned. As existing, this is an area of hardstanding for car parking with soft landscaping- so there would be little change in this regard.
- 8.14 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

- 8.15 All of the proposed new units- 6 x 4 bedroom 5 person units over 4 storeys would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). All units would exceed the required standards by at least 35sqm providing generous sized family homes.
- 8.16 The proposed units are all dual aspect which allows to a good level of cross ventilation and levels of daylight. All units have appropriate layouts.
- 8.17 With regard to external amenity space, the DM10.4 of the Croydon Local Plan 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 units would have their own garden between 45-70sqm, exceeding the policy.
- 8.18 In terms of accessibility, all six of the units have been designed to be wheelchair adaptable/accessible (in accordance with Part M4(3) of the Building Regulations) as there would be step free access to front doors and internally the staircases would be wide enough to accommodate a stairlift. Such provision would accord with both the London Plan and New London Plan and would be secured via condition.
- 8.19 Overall, the development would provide a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.20 Policy 7.1 of the London Plan indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being.
- 8.21 To the west of the site is 3 Wyvern Road. The footprint of the building would be brought closer to the boundary than the existing dwelling, however the eaves height would match number 4 and the maximum height would be lower than number 4 which would mean that it would pass the vertical 45 degree rule of thumb. There are windows that face onto the neighbour, however these are secondary and will be conditioned as obscurely glazed. At the front, the development would be level with number 4 and to the rear it would project slightly beyond the rear building line – but would easily pass the 45 degree rule of thumb in plan from the neighbour’s closest habitable room window. The proposal would therefore not result in unacceptable amenity impacts for this property.
- 8.22 The neighbour to the south of the site is 77 Pampisford Road. At the closest point, the separation distance would be 11 metres. This is less than the separation distances set out in the Suburban Design Guide SPD (albeit for a rear to rear or rear to front relationship). However as can be seen from the section below, there is a significant land level change and thick vegetation along the boundary plus the orientation of 77 Pampisford Road is such that it faces away from the proposed rear elevation of the development. There would be no direct overlooking, and the proposed building would be largely screened by the retaining wall and thick vegetation from the rear windows and rear garden of number 77. The proposal would therefore not result in unacceptable amenity impacts for this property.

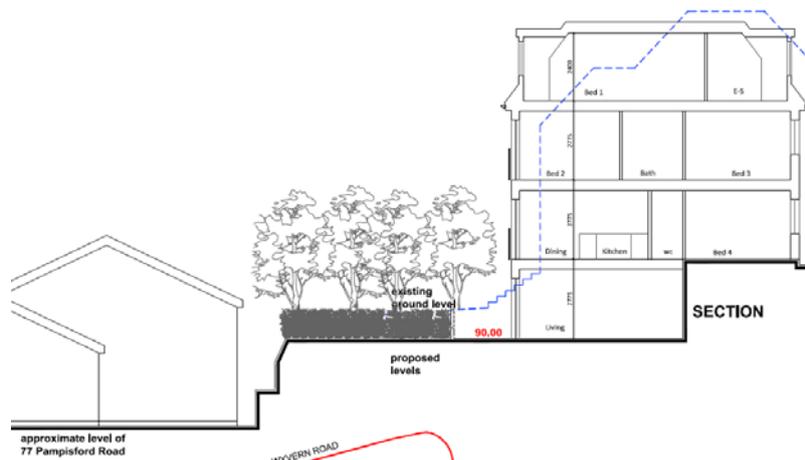


Figure 5 Section showing relationship between 77 Pampisford Road and the application site

Parking and Access

Parking

- 8.23 The site has a PTAL rating of 1b (on a scale of 1a-6b) which is poor. The site is served by three bus routes from Purley Way and Pampisford Road.

- 8.24 Six off street car parking spaces would be provided for the six units which is in accordance with London Plan standards - however the census data indicates that there would be an overspill of one car, based on typical car ownership rates for the area. A Parking Survey using Lambeth Methodology has been submitted with the application, which shows that overspill could be accommodated on street (29 spaces in the survey area were available at nighttime and 25 during the daytime). One space will be Blue Badge, 4 will have active electric vehicle charging points and 2 passive.
- 8.25 Twelve cycle parking spaces would be located a store to the side of the site. This meets the requirements of the London Plan. Details of this store will be conditioned.

Access

- 8.26 The existing crossover would utilised.
- 8.27 The Transport Statement provides manoeuvring plans that demonstrate that a vehicle can manoeuvre into the proposed parking spaces. The submitted plans show that the required vehicle sightlines can be achieved from both vehicular accesses to the site.

Refuse storage/collection

- 8.28 A refuse storage area is shown to the side of the building. The refuse store would located in a timber store. In accordance with DM13 of the Croydon Local Plan (2018), the storage would be adequately screened and located behind the building line.

Environment and sustainability

- 8.29 Conditions will 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.
- 8.30 The site itself is located within an area which is of 'low/very low' risk of surface water flooding with limited potential for groundwater flooding to occur. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines SuDS measures that could be feasible at the site including permeable paving and soakaways. A condition requiring site specific SuDS measures would be imposed on any planning permission.

Other matters

- 8.31 Archaeology- Historic England do not require any assessments as the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
- 8.32 Trees and landscape - There are no Tree Protection Orders on the site. A Class C apple tree and line of six Class C Cypress trees would be removed. Eight trees would be planted at the rear and one in the front garden. Protection measures for the trees at the rear most part of the site and the street tree. Details would be conditioned.
- 8.33 Ecology – An Ecology Appraisal of the site has been submitted. The report finds the site favourable for nesting birds and reptiles and of low roosting suitability for bats. Various surveys and precautions are recommended which are conditioned.

8.34 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 borough.

Conclusion and planning balance

8.35 The principle of residential development is considered acceptable in this area. The development accords with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future residents. The impact on the highway network is acceptable. The proposal's design and appearance is satisfactory and does not weigh against it in the balance. The proposal would provide acceptable quality of accommodation and mix of units. Therefore, with the conditions recommended the proposal is considered to be in accordance with the relevant policies.

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