

1. SUMMARY OF APPLICATION DETAILS

Ref: 20/06275/OUT
 Location: 20 Manor Way, Purley, CR8 3BH
 Ward: Purley and Woodcote
 Description: Outline application for the consideration of access, appearance, layout and scale only for the demolition of existing dwellinghouse and the construction of four single dwellinghouses with an associated vehicular access and parking.
 Drawing Nos: PL-50 REV A, PL-52 REV D, PL-53 REV B, PL-54 REV B, PL-55 REV C, PL-56 REV C, PL-57 REV B, PL-58 REV B, PL-59 REV B, PL-60 REV E, PL-62 REV E, PL-64 REV A, PL-65, 2002033-01 REV C, 2002033-TK02 REV B, 2002033-TK01 REV E, Fire Safety Statement dated August 2021.
 Applicant: Justin Owens
 Case Officer: Alex Green

Dwelling sizes	3 Bedrooms	4 Bedrooms	5 Bedrooms
Existing	1	0	0
Proposed	0	2	2

Number of car parking spaces	Number of cycle parking spaces
8	8

1.1 This application is being reported to Planning Committee because the number of objection letters received is above the threshold in the Committee Consideration Criteria.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- A financial contribution of £6000 towards sustainable transport including but not limited to car club bays on street with EVCP's as well as EVCP's in general.

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the above legal agreements, issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

Standard Conditions

1. Development begun no later than two years from the final approval of reserved matters;
2. Application for approval of reserved matters to be made within 3 years of date of permission;
3. Development to be carried out in accordance with the approved drawings;
4. Approval of reserved matters (Landscaping) prior to any development on site.

Pre-Commencement Conditions

5. Demolition/Construction Logistics Plan to be submitted prior to any development on site.

Prior to Above Ground Works Conditions

6. Cycle storage and refuse management plan;
7. Materials including detailed drawings;
8. SuDs details across the site;
9. Disabled parking bays provision and electric vehicle charging points.

Pre-Occupation Conditions

10. Visibility splays as approved;
11. Parking as approved.

Compliance Conditions

12. Energy efficiency;
13. Water efficiency;
14. Compliance with fire strategy
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy;
2. Granted subject to a Section 106 agreement;
3. Code of Practice for construction sites;
4. Ecology;

5. Waste and Recycling;
6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of the existing dwellinghouse and the construction of four single dwellinghouses with an associated vehicular access and parking.
- 3.2 Matters for consideration under this planning application are:
 - Access.
 - Appearance.
 - Layout.
 - Scale.
- 3.3 The landscaping for the proposal is a reserved matter for approval at a later date although is indicatively shown on the plans.

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 not located within an Environment Agency Flood Zone, though is at risk of surface water flood risk, albeit low. The site has a PTAL rating of 1a which indicates that the site has poor access to public transport, however the site is within a reasonable walking distance of bus routes and Reedham Station.



Figure 1: Proposed Site Plan.



Figure 2: Aerial view of the site's location.

Planning History

3.7 The following planning decisions are relevant to the application:

- 20/02907/OUT - Outline application for the consideration of access, appearance, layout and scale only for the demolition of existing dwellinghouse and the construction of four single dwellinghouses with an associated vehicular access and parking. **Application withdrawn.**
- 18/03185/OUT - Demolition of the existing building. Erection of a 2/3 storey building comprising 8 apartments. Provision of associated parking. **Permission granted.**
 - 21/02308/RSM- Reserved matters relating to Landscaping (Condition 1) attached to planning permission ref. 18/03185/OUT for demolition of the existing building. Erection of a 2/3 storey building comprising 8 apartments. Provision of associated parking. **Approved.**
- 18/01272/PRE – **Pre-Application Advice:** To demolish the existing house. To erect a three-storey building comprising eight apartments. To provide the associated parking.
- 17/03581/FUL - Construction of first floor with accommodation in roofspace to include erection of dormer extension and installation of rooflights: erection of single storey rear extension. **Permission granted.**
- 01/00319/P - Retention of obscure glazed window in eastern elevation (relaxation of condition 01 to planning permission 99/0372/P). **Permission granted.**
- 99/00372/P - Demolition of existing garage; erection of single/two storey side extension to include garage, ground floor rear infill extension and conservatory. **Permission granted.**

4 CONSULTATION RESPONSE

4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

5 LOCAL REPRESENTATION

5.1 A total of 5 neighbouring properties were notified about the application and invited to comment. The application was also publicised on site by way of a site notice, with a press advert also published. The number of representations received from neighbours in response to notification and publicity of the

application are as follows:

No of individual responses: 31 Objecting: 31 Supporting: 0

Summary of Objections	Response
<i>Principle of Development</i>	
Overdevelopment	See Sections 7.7 – 7.8.
<i>Design</i>	
Not in keeping with the character of the area	See Sections 7.7 – 7.8.
<i>Neighbouring amenity</i>	
Loss of light.	See Sections 7.10 – 7.11.
Overlooking.	See Sections 7.10 – 7.11.
Increase in noise	The properties would be for domestic use, and it is not considered that the use as single family dwellings would cause an undue increase in noise and disturbance to the extent that would warrant as a reason for refusal.
Loss of view	This is not a material planning consideration.
<i>Highways</i>	
Inadequate parking.	See Section 7.17.
Construction traffic and disruption	A pre-commencement condition will be imposed requiring a Demolition/Construction Logistics Plan to ensure construction activities do not cause undue disturbance to the highway network.
<i>Other matters</i>	
Noise and air pollution impact	Problems arising from the construction period of any works are covered by Control of Pollution Acts, therefore they are not a material planning considerations.
Disruption to local wildlife and preservation of area.	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.
The proposal would breach covenants on the land.	This is not a material planning consideration.

5.2 Following receipt of amended plans, 35 re-notification letters were sent. The number of representations received from neighbours in response to re-notification are as follows:

No of individual responses: 4 Objecting: 4 Supporting: 0

Summary of Objections	Response
<i>Principle of Development</i>	
Overdevelopment	See Sections 7.7 – 7.8.
<i>Design</i>	
Not in keeping with the character of the area	See Sections 7.7 – 7.8.

5.3 Croydon South Area Advisory Panel:

- Only concern is loss or damage to certain tree specimens otherwise a welcome change to have houses.

6 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 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 new London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in July 2021. 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.

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

6.4 London Plan (2021)

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix

- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T7 Deliveries, servicing and construction

6.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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

6.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

- The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The Suburban Design Guide does not form part of the development plan and only provides guidance on how to apply and interpret the Development Plan policies.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The principal issues relate to:

- a. Principle of development

- b. Impact upon the character and appearance of the area
- c. Impact upon neighbouring amenity
- d. Quality of accommodation
- e. Impact on highways, parking and refuse provision
- f. Trees, ecology, flooding and sustainability

a) Principle of Development

- 7.2 Paragraph 11 of the NPPF 2021 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 69 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites before 2036.
- 7.3 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 130m². The existing house is 141.4sqm and is therefore not protected from demolition by Policy DM1.2 (subject to appropriate replacement housing). The site is a windfall site which could be suitable for sensitive renewal and intensification, and the principle of redevelopment was established by the previous planning application on the site (18/03185/OUT, granted on 27.09.2018) which was subject to a condition requiring implementation within 5 years (by 27.09.2023), and is still extant. The proposal is for a residential scheme comprising of four two-storey dwellinghouses (with additional roof level accommodation), it would maintain the overall residential character of the area and would be acceptable in principle.
- 7.4 Policy SP2.7 of the CLP sets a strategic target for 30% of new homes to have three or more bedrooms. The proposal seeks to provide 2 x 4 bedroom and 2 x 5-bedroom dwellings, therefore the proposal would have 100% of the overall mix of accommodation as family-sized units which would exceed the strategic target and would ensure a choice of homes of different sizes available in the borough.

b) Impact on the character and appearance of the area

- 7.5 Policy SP1 (The Places of Croydon) of the Croydon Local Plan requires new development to contribute to enhancing a sense of place and improving the character of the area. Policy SP4 (Urban Design and Local Character) requires development to be of a high quality which respects and enhances local character. Policy DM10 (Design and Character) of the Croydon Local Plan requires new development to respect the pattern, layout, siting, scale, height, massing, appearance, materials and built and natural features of the surrounding area. Policies D3 and D4 of the London Plan (2021) are also relevant.

- 7.6 The application proposes to demolish the existing dwellinghouse, with the erection of two detached dwellings towards the front of the site, and two detached dwellings towards the rear of the site. It is noted that the topography of the site rises approximately 6m from southeast to northeast of the site with a gradient of approximately 1:20.



Figure 3.1: Proposed site layout

- 7.7 The surrounding area is predominantly characterised by detached properties on large plots, with properties well set back from the highway. The application proposes two dwellings towards the front of the site that would be narrower in comparison to the properties either side of the application site, and those further southwest of the application site. Whilst it is acknowledged that the width of the proposed frontage would to a certain degree disrupt the established plot rhythm, given the proximity of the site to the smaller properties on the outward curve of the corner of Manor Way, it is considered that the change in pattern can be accommodated without significant disruption to the character of the surrounding area. Furthermore, the dwellings towards the front of the site would not project beyond the front building lines to the properties either side.

7.8 The design of the proposed dwellings would be sympathetic to the character of the surrounding area and would reflect the styles of neighbouring properties, with the properties towards the front of the site each featuring a hipped roof and a front gable. Red brick is proposed to the ground floors of both Plots 1 and 2, with render to the first-floor level of Plot 1 and hung tiles to the front of Plot 2, with the properties to the rear featuring a similar material palette. Amended drawings have been received during the course of the application to reduce the ridge heights of the two properties towards the rear of the site, thereby ensuring that the properties would appear subservient to the properties towards the front of the site. The proposed dwellings would comfortably sit within the site whilst providing suitable separation distances to adjoining boundaries and adequate separation between the proposed dwellings. The development is considered to be well designed responding to the site's context and would sit comfortably within the street scene. Further design quality is to be secured through detail and material conditioning.



Figure 3.2: Proposed Street scene Elevation including houses on either side



Figure 3.3: Previously approved Street scene image (18/03185/OUT)



Figure 3.4: Proposed Street scene CGI

c) Impact on neighbouring amenity

- 7.9 Policy DM10.6 of the CLP states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure.
- 7.10 The application site lies between Nos. 18 and 22 Manor Way, with land levels rising northwest. House 1 would project 1.2m beyond the rear of No. 18 and would be set in by 1m from the boundary. No.18 has a substantial side garden, meaning there would be 12m between the houses. House 2 would be set in 1.5m from the boundary, and project 2m beyond the rear of No. 22, and again no.22 has a substantial side garden meaning that House 2 would be set 11.4m away from No. 22. Therefore, the minor projection beyond the rear building lines of these properties is offset by the substantial separation distances. Therefore, it is not considered that this aspect of the proposal would have an unduly detrimental impact on the amenity levels afforded to the occupiers of these properties in terms of loss of light or outlook, nor would it lead to an increased sense of enclosure.
- 7.11 In terms of Houses 3 and 4, which are located towards the rear of the site, House 3 would be set 23.7m away from the rear of No. 18 and House 4 would be set 24m away from the rear of No. 22, both of these distances exceed the guidance within the London Plan Housing SPG (18-21m). Given the substantial separation distances to these properties and the size and scale of the dwellings proposed to

the rear of the site, it is not considered that would cause an undue loss of light or outlook to the occupiers of these properties. The views afforded from the windows at first floor level, given their orientation and separation distance to neighbouring properties, are not considered to cause an undue loss of privacy to neighbouring occupiers.

d) Quality of accommodation

- 7.12 Policy SP2 of the CLP states that all homes in Croydon should meet the needs of residents over a lifetime and should contribute to sustainable communities within the borough. Policy DM10 also requires development to provide adequate sunlight and daylight to potential future occupants. The supporting text to policy DM10 states that the Council will apply the standards of the Building Research Establishment Guidance (Site Layout Planning for Daylight and Sunlight). Policy D6 of the London Plan (2021) is also relevant.
- 7.13 Policy D6 of the London Plan (2021) states that a 4-bedroom 8 person dwelling and a 5-bedroom 8 person dwelling over 3 floors, should achieve a minimum internal floorspace of 130sq.m and 134sq.m respectively; all units would meet their respective space standards. The proposal would also meet the relevant space standards for individual room sizes; therefore, the internal areas of the dwellings is appropriate. The proposed plans also detail that the dwellings would have access to adequate levels of light and outlook, thereby providing a satisfactory standard of accommodation.
- 7.14 Policy D7 of the London Plan (2021) requires that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) required to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Policy D7 is a strategic policy, and the supporting text explains that for small-scale infill developments it may be necessary to apply some flexibility. The supporting text to Policy H2 states that homes that are not on the ground floor on minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step-free access would be unfeasible. Only Plots 3 and 4, which are located to the rear of the site, would be M4(2) accessible, with the dwellings to the front of the site having steps to their respective entrances. Given that the issue with compliance with standards M4(2) and (3) relates to the levels of the site (and the Building Regulations includes an allowance for this through designating sites as "steeply sloping") and that it is undesirable for the land to be significantly built up, from a sustainability, appearance and neighbour impact perspective, the provision of 2 M4(2) units is considered to be acceptable.
- 7.15 Policy DM10 requires development to provide private amenity space that is of a high-quality design and enhances and respects the local character; provides

functional space and provide a minimum amount of private amenity space of 5 sq.m per 1-2 person unit and an extra 1sq.m per extra occupant thereafter. The proposed plans show that all dwellings would each have access to a private rear garden which significantly exceeds the standard, therefore the proposal would provide a sufficient quantum of private amenity space.

e) Impact on Highways, Parking and Refuse Provision

- 7.16 Policies SP8 (Transport and Communication), DM29 (Promoting sustainable travel and reducing congestion) and DM30 (Car and cycle parking in new development) of the CLP seek to promote development which makes full use of public transport, cycling and walking; does not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles; does result in a severe impact on local transport networks; reduces the impact of car parking; provide car and cycle parking spaces as set out in the Local Plan and ensures that cycle parking is designed so that it is secure. Policies T4, T5, T6 and T7 of the London Plan (2021) are also relevant.
- 7.17 The application site has a Public Transport Accessibility Rating (PTAL) of 1a which means that the site has very poor access to public transport. Policy T6.1 of the London Plan (2021) states that the maximum parking standards in this PTAL should be 1.5 spaces per dwelling. The proposal would provide 2 parking bays to serve each of the new dwellings. Whilst the overall parking provision would exceed 1.5 spaces per home, the application proposes four large family dwellings, and the parking is not provided at the expense of soft landscaping.
- 7.18 Manoeuvring tracks for all parking spaces and ingress/egress from the site using the proposed crossover have been provided which details that vehicle can enter and leave in forward gear, demonstrating that the vehicle access and parking spaces as proposed is acceptable. Furthermore, pedestrian and vehicle visibility splays have been provided, thereby demonstrating that the proposal would not have a detrimental impact in terms of highway safety.
- 7.19 The decision notice would include a condition to request details of accessible parking bays and electric vehicle charging points prior to occupation. It would also include a pre-commencement condition for a Demolition/Construction Logistic Plan to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 7.20 Table 10.2 of The London Plan (2021) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 8 cycle parking spaces. The two rear dwellings would incorporate cycle parking into the side of each building, whilst the two front dwellings could accommodate cycle storage in their gardens. Details of the cycle storage are to be secured via condition.

- 7.21 Policy DM13 of the CLP aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.
- 7.22 Refuse stores would be sited adjacent to the respective parking areas for the proposed dwellings, with a collection point for the two rear properties sited to the side of the dwellings towards the front of the site. The requirement of the Council's waste collection operators is that where appropriate access and turning for refuse collection vehicles is not possible, a refuse store must be provided within 20m of the street. This point must be no more than 30m from the front door of the dwelling. The siting of proposed refuse collection point for the rear dwellings would accord with the aforementioned guidance. Further details of the proposed refuse stores are to be secured via condition.
- 7.23 In summary, the proposal's parking provision, access, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on the adjoining highway and its operation in terms of safety, as per the London Plan (2021) and Croydon Local Plan (2018) Policies DM13 and DM30.

f) Trees, ecology, flooding and sustainability

- 7.24 The landscaping element of the scheme has been reserved, with details of planting to be provided by a reserved matters application. None of the trees on site are protected. Planning consent 18/03185/OUT was granted in 2018 (extant until 2023) and accepted the loss of 9 category C trees, three category C hedges, a and a category C group of trees. The proposal would result in the further loss of two category C trees (T17 Monterey Pine with low amenity value, and T19 Hornbeam with moderate amenity value). The root protection areas of these additional trees would be substantially covered by development meaning it would not be possible to retain them. The council's tree officer has reviewed the scheme and has no objection to the removal of the trees due to their quality, subject to a landscaping plan which includes replacement trees. Full details of landscaping, including a requirement for substantial tree planting, would be provided and considered in the reserved matters application.
- 7.25 In terms of ecology, there is no reason to believe that any protected species would be harmed by the proposed development, however an informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat, and in the event that protected species are found on site the applicant should refer to Natural England standing advice.
- 7.26 The site is at low risk of surface water flooding. Policy DM25 of the CLP states that sustainable urban drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase

the peak of surface water run-off when compared to the baseline scenario. The decision notice would include conditions to this effect.

- 7.27 SP6.2 of the CLP states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.
- 7.28 Policy SP6.3 of the CLP requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.

Fire Safety

- 7.29 Policy D12 of the London Plan (2021) requires all development proposals to achieve the highest standards of fire safety. Paragraph 3.12.1 states that fire safety of developments should be considered from the outset and D12 sets out six requirements that should be achieved on all developments. The applicant has submitted a fire statement which includes fire safety measures and identifies the means of escape and the fire assembly point. This is considered to meet the requirements of Policy D12 of the London Plan (2021)

Conclusions

- 7.30 The provision of four residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 7.31 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds.
- 7.32 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against, and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.