

1 APPLICATION DETAILS

Ref: 23/04490/FUL
 Location: 30 Wyvern Road, Purley, CR8 2NP
 Ward: Purley and Woodcote
 Description: Erection of ground floor side and rear extensions and rear dormer roof extension to facilitate the conversion of the dwelling into 4 flats, and subdivision of rear garden to provide private and communal amenity spaces. Associated cycle storage, refuse storage and a heat pump enclosure, along with provision of play space, landscaping and 2no. on-site car parking spaces.

Drawing Nos: 030WY-A-01-001 (received 09-07-24); 030WY-A-01-002 (received 09-07-24); 030WY-A-02-001; 030WY-A-02-002; 030WY-A-02-101 (received 09-07-24); 030WY-A-02-102 (received 09-07-24); 030WY-A-03-001; 030WY-A-03-002; 030WY-A-03-003; 030WY-A-03-006; 030WY-A-03-101 (received 09-07-24); 030WY-A-03-102 (received 09-07-24); 030WY-A-03-103 (received 09-07-24); 030WY-A-03-104 (received 09-07-24); 030WY-A-05-001; 030WY-A-05-002; 030WY-A-05-101(received 09-07-24); 030WY-A-05-102 (received 09-07-24); 030WY-A-06-001; 030WY-A-06-002; 030WY-A-06-003; 030WY-A-06-004; 030WY-A-06-101 (received 09-07-24); 030WY-A-06-102 (received 09-07-24); 030WY-A-06-103 (received 09-07-24); 030WY-A-06-104 (received 09-07-24).

Applicant: C/O UPP Architects & Town Planners
 Agent: Mr Joseph Stroud, UPP Architects and Town Planners
 Case Officer: Thomas Tinel

Housing Mix						
	1 bed (2 person)	2 bed (3 person)	2 bed (4 person)	3 bed (5 person)	4 bed (6 person)	TOTAL
Existing					1	1
Proposed (market housing)	1	2		1		4

	Number of car parking spaces	Number of cycle parking spaces
Policy requirement	3.5 (maximum)	7.5 long stay (minimum)
Proposed	2	8 long stay

1.1 This application is being reported to committee because:

- The local ward councillor (Cllr Samir Dwesar) made representations in accordance with the Committee Consideration Criteria and requested committee

consideration.

- The number of objections received exceeded the threshold required for consideration by the Planning Committee.

2 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 agreement to secure the following heads of terms:

(a) A financial contribution of £6,000 towards sustainable travel improvements

2.2 That the Director of Planning and Sustainable Regeneration is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) Commencement time limit of 3 years
- 2) Development to be carried out in accordance with the approved drawings

Pre-commencement

- 3) Submission of Construction Logistics Plan including grass verge condition survey
- 4) Submission of full drainage strategy and layout, including details of SUDs measures
- 5) Submission of details of levels and retaining walls

Prior to above ground floor slab level

- 6) Submission of detailed design; including all external facing materials, and green roof details
- 7) Submission of hard and soft landscaping scheme including tree planting, boundary treatments, maintenance plan
- 8) Biodiversity enhancement strategy
- 9) Details of vehicular and pedestrian visibility splays

Pre-occupation

- 10) Details of bin store and cycle store
- 11) Details of external plant, including any external air source heat pumps

Compliance

- 12) Compliance with Fire Safety Statement
- 13) Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

Informatives

- 1) Granted subject to a Section 106 Agreement
- 2) Community Infrastructure Levy
- 3) Contact waste team prior to occupation
- 4) Highways informative in relation to S278 and S38 works required
- 5) Boilers
- 6) Construction logistics informative (in relation to condition 3)
- 7) Compliance with Building regulations/Fire regulations

8) Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

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.

2.4 That, if by 3 months, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal is to erect a flat-roofed single storey wraparound extension to the property, projecting 4m to the rear and 3.1m to the side, plus a small rear dormer and 2 rooflights on the rear roofslope. The single dwellinghouse would be sub-divided into 4 self-contained flats. The unit mix would comprise 1 x 1-bed, 2 x 2-bed and 1 x 3-bed homes.

3.2 The site is accessed from Wyvern Road, with 2 car parking spaces provided on the front driveway. A segregated pedestrian access is provided, with ramped access to the building and the rear gardens.

3.3 It is proposed that communal refuse storage is provided at the front of the site, and individual cycle stores are provided to the side and rear. Air source heat pumps would be installed to the side of the building.

3.4 Amended plans and clarification details have been submitted as part of the application process. The resultant changes included a reconfiguration of the rear garden into 4 private gardens, as well as changes to the front garden and car parking layout. Further changes included details relating to the refuse and storage facilities which were updated following a request from the Local Planning Authority's (LPA) Transport Planning Officer. These changes did not change the nature of the proposal as originally consulted upon and therefore re-consultation was not required.



Figure 1: 3D view of the proposed development

Site and Surroundings

- 3.5 The application site consists of a two-storey detached property on a corner plot on the northern side of Wyvern Road, adjoining Purley Way to the west. The property is a large detached property with a mock Tudor finish, and has a long rear garden. There are trees on the site boundaries, but none are subject to Tree Preservation Order. The area comprises predominantly detached dwellings with examples of new built flats and houses at the opposite end of Wyvern Road and along Pampisford Road.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 2 (poor). Wyvern Road is an unadopted road with grass verges only and no footway. The site is not located in a Conservation Area, nor does it contained any statutory listed building. The site is located within Flood Zone 1, however, it is located in a Critical Drainage Area, and is identified as being at risk of surface water flooding 1/1000yrs.

Planning History

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

23/01063/FUL - Demolition of parts of the building and erection of ground floor side and rear extensions, first floor side (gable) and rear (gable) extensions and a rear roof dormer to facilitate the conversion of the dwelling into 4 flats. External structures are proposed for cycle storage, refuse storage and a heat pump enclosure, along with provision of play space, landscaping and parking. [Amended description].

Refused on 23/05/23 on the following grounds / Appeal in progress:

1) *The proposed development, by reason of their form and design, would be detrimental to the appearance of the existing property, and the proposed generic design along with the cluttered site layout, would be detrimental to the visual amenity of the streetscene. The overall appearance of the proposed development would have a detrimental impact on the character of the area, contrary to Policy D3 of the London Plan (2021) and Policies SP4.1 and DM10 of the Croydon Local Plan (2018).*

2) *The proposed development, by reason of the absence of private amenity space to units 3 and 4, the shortage of storage space in all units, the poor quality access to the communal amenity space and the absence of step free access around the site, would provide a sub-standard quality of accommodation internally and externally and would fail to provide an inclusive and accessible environment, contrary to Policies SP2.8 and DM10 of the Croydon Local Plan (2018) and Policy D6 and D7 of the London Plan (2021).*

3) *Inadequate information has been provided about flood risk mitigation or sustainable drainage features so it has not been demonstrated that the proposal would not increase flood risk elsewhere, contrary to Policy SI13 of the London Plan (2021) and Policy DM25 of the Croydon Local Plan (2018).*

23/02318/FUL - Demolition of existing dwelling and erection of 3 linked buildings ranging in height from 2-3 storeys, above basement level car parking, to provide 7 flats, with associated refuse and cycle storage.

Refused on 04/09/23 on the following grounds / Appeal in progress:

1) *The proposed development, by virtue of the scale, mass and bulk of the buildings, along with the narrow, over-engineered frontage and wide basement entrance, would fail to respect the development pattern of the area and would be overbearing to the street on Wyvern Road and Purley Way. The development would have a detrimental impact on the character and visual amenity of the area and therefore fails to comply with Croydon Local Plan (2018) policies SP4 and DM10 and London Plan (2021) policies D3 and D4.*

2) *The proposed development, by virtue of the scale, mass and bulk of the buildings, would have a detrimental impact on openness, visual amenity and sunlight in the rear garden of 28 Wyvern Road. The proposed development fails to comply with Croydon Local Plan (2018) policy DM10.6 and London Plan (2021) policy D6.*

3) *The proposed development, by virtue of the absence of pedestrian and vehicular sightlines, has failed to demonstrate that it would not have a detrimental impact on highway and pedestrian safety. The proposed development fails to comply with Croydon Local Plan (2018) policies DM29 and DM30 and London Plan (2021) policy T4.*

4) *The applicant has failed to secure through an appropriate mechanism (such as a Section 106 agreement) appropriate mitigations and obligations to ensure compliance with policy in respect to Sustainable Transport, contrary to London Plan (2021) policies T1, T4 and T9 and Croydon Local Plan (2018) policies SP8 and DM29. As a result, the application fails to ensure that the appropriate off-site infrastructure is provided to mitigate its impacts contrary to London Plan 2021.*

23/03163/FUL - Erection of ground floor side and rear extensions and a rear roof dormer to facilitate the conversion of the dwelling into 4 flats, along with sub-division of the rear garden for private and communal amenity space. External structures are proposed for cycle storage and refuse storage.

Refused on 12/10/23 on the following grounds:

1) *The proposed development, by virtue of the contrived access to and layout of the rear gardens, and the cluttered frontage, would be out of keeping with the character of the area and would fail to provide acceptable outdoor amenity space for future occupiers. The proposed development fails to comply with London Plan (2021) policies D3 and D6 and Croydon Local Plan (2018) policies SP4 and DM10*

2) *The proposed refuse storage arrangements, by virtue of the ramped access to the bin store from the street which would not be accessible by operatives, would fail to provide adequate refuse and recycling facilities. The proposed development fails to comply with Croydon Local Plan (2018) policy DM13.*

24/00987/FUL - Erection of single storey side and rear extension and rear dormer loft extension. Conversion of existing dwellinghouse into 2 self-contained flats, with sub-division of rear garden, associated landscaping and provision of car parking, cycle and refuse storage. - Pending consideration

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

4.1 Approval is recommended for the following reasons:

- The principle of residential development within this location is acceptable
- The unit mix is acceptable and 1 family-sized home would be provided
- The design and appearance of the development is appropriate for the site and the surrounding context
- There would be no undue harm to the residential amenities of adjoining occupiers
- The standard of accommodation for the future occupants would be acceptable and compliant with the London Plan and Nationally Described Spaces Standards
- Subject to the imposition of conditions and S106 financial obligation, the proposed development would not have an adverse impact on the operation of the highway
- There would be no undue harm on neighbouring trees
- Subject to conditions, the proposed would not have an adverse impact on flooding
- Sustainability aspects can be controlled by condition
- Subject to conditions, the proposals would offer sufficient biodiversity enhancement measures and would not have an adverse impact on ecology.

4.2 The following section of this report details the officer's assessment of the application against the material planning considerations and the relevant policies which have contributed to the recommendation that planning permission is granted.

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 A total of 5 neighbouring properties were notified about the application and invited to comment. 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: 45 Objecting: 45 Supporting: 0

6.2 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objection	Officer comment
Character and design	
Overdevelopment of the site	Addressed in the design and character section of the report
Out of character with the area	
Loss of a family home	Addressed in the principle of development section of the report
Neighbouring amenity	
Overlooking and loss of privacy	Addressed in the Impact on neighbour amenity section of the report
Loss of light	
Noise pollution	
Parking and highways	
Insufficient availability of on-street parking spaces in the area	Addressed in the car parking section of the report
Increase in traffic congestion on road	
Highway safety issues on this corner location	
Negative impact on bin collection	Addressed in Refuse section of the report
Disruption and parking congestion caused by construction of development	Addressed in the Construction Logistics section of the report
Trees and ecology	
Loss of trees and green space	Addressed in paragraphs in the Tree and Landscaping section of the report
Other	
Impact on flood risk	Addressed in the flood risk section
Property currently used as a HMO	This alleged change of use is a separate matter to the proposed development.
Covenant restriction development of the site	Covenants are not a material planning consideration

6.3 Councillor Samir Dwesar objected to the proposal, and referred the application to Planning Committee (if the officer's recommendation were to be approval), raising the following concerns:

- Overdevelopment of the site
- Loss of a family home
- Inadequate amenity space and cramped living conditions for potential occupiers
- Not in keeping with the area due to its massing, form, layout and appearance

- Harm to neighbours' amenity due to visual intrusion, noise and loss of privacy
- Cumulative impact of development in the surrounding area
- 2 parking spaces for 4 flats is insufficient and would endanger road safety. No EVCPs or hydrogen refuelling facilities proposed
- Excessive cycle parking provision
- Restrictive covenant on site

7 RELEVANT PLANNING POLICIES AND GUIDANCE

Development Plan

7.1 The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012). Although not an exhaustive list, the policies which are most relevant to the application are:

London Plan (2021)

- D1 London's form, character and capacity growth
- D3 Optimising site capacity through the design led approach
- D4 Delivering good design
- D5 Inclusive design
- D7 Accessible housing
- D12 Fire safety
- D14 Noise
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- H1 Increasing housing supply
- H2 Small sites
- SI 2 Minimising greenhouse gas emissions
- SI 8 Waste capacity and net waste self-sufficiency
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018)

- SP2 Homes
- SP4 Urban Design and Local Character
- SP6 Environment and Climate Change
- DM1 Housing Choice for Sustainable Communities
- DM10 Design and Character
- DM13 Refuse and Recycling

- DM16 Promoting Healthy Communities
- DM19 Promoting and Protecting Healthy Communities
- DM23 Development and Construction
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting Sustainable Travel and Reducing Congestion
- DM30 Car and cycle parking

7.2 The Development Plan should be read as a whole, and where policies conflict with each other, the conflict must be resolved in favour of the policy contained in the last document to be adopted, approved or published as part of the development plan, (in accordance with s38(5) of the Planning and Compulsory Purchase Act 2004).

Planning Guidance

National Planning Policy Framework (NPPF)

7.3 Government Guidance is contained in the NPPF, updated December 2023, and accompanied by the online Planning Practice Guidance (PPG). 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.

SPDs and SPGs

7.4 There are also several Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents which are material considerations. Although not an exhaustive list, the most relevant to the application are:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- Technical Housing Standards: Nationally Described Space Standard (2015)
- National Design Guide (2021)
- Optimising Site Capacity: A Design-led Approach LPG (2023)
- Housing Design Standards LPG (2023)

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

- A. Principle of development
- B. Design and impact on character of the area
- C. Quality of residential accommodation
- D. Impact on neighbouring residential amenity
- E. Trees, landscaping and biodiversity
- F. Access, parking and highway impacts
- G. Flood risk and energy efficiency
- H. Sustainability
- I. Fire Safety
- J. Conclusions

A. Principle of development

- 8.2 There is significant housing need within the Borough, as well as across London and the south-east more widely. 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). The London Plan requires 20,790 of those homes to be delivered within a shorter 10-year period (2019-2029), resulting in a higher annual target of 2,079 homes per year.
- 8.3 Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. The site is located in a residential area and as such the principle of an additional house in this area would contribute to the borough's housing stock and achievement of housing targets set out in London Plan (2021) and Croydon Local Plan (2018). This requirement is also set out into Policies H1 and H2 of the London Plan which encourages Boroughs to optimise the potential for housing delivery on all sites, and advises pro-active support for well-designed new homes on small sites (below 0.25 hectares in size). The development site would fall within the definition of a small site.
- 8.4 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites. therefore, the site is suitable for residential development.
- 8.5 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. As the existing house is larger than this, redevelopment is permitted.
- 8.6 Furthermore, in terms of housing mix, Policy SP2.7 of the CLP seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The proposal would include 1 x 3-bed home which constitutes 25% 3-bed homes which falls slightly short of the strategic policy requirement. However, the same mix of units was considered acceptable in previous application 23/03163/FUL, and given that the proposal is a small scale conversion scheme, this would not warrant refusal.

B. Design and impact on character of the area

- 8.7 London Plan Policy H2 requires boroughs to recognise that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites. Policy DM10 of the Croydon Local Plan (2018) requires the siting, layout and form of new development to respect the character and appearance of existing areas. Policy DM10 also states that in the case of development within the grounds of an existing building which is retained, the development should be subservient to that building.

- 8.8 Policy SP4.1 indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 also require development to be of a high quality which respects and enhances local character. Policies D2, D3, D4 and D5 of the London Plan (2021) are also of relevance.
- 8.9 The proposal is to add a single storey wraparound extension to the side and rear of the dwelling, and a dormer within the loft, to enlarge the existing house, and then convert into 4 flats.

Height and massing

- 8.10 To the rear, the single storey extension would be 4m deep and 10.8m to 11.8m in width. The rear projection would not project beyond the rear elevation of the neighbouring dwelling (number 28) and would retain a separation distance of 1.3m to the boundary. The extension would wrap around the building's western side extension adjacent to Purley Way and would be 3.1m in width and would align with the front elevation of the building. The extension would have a flat roof at 2.9m in height.
- 8.11 They would both be single storey, at 3m in height measured from the ground floor, with flat green roofs. The proposed extensions would be appropriately subservient to the main dwelling and are acceptable in their scale.
- 8.12 At roof level, a rear dormer with a pitched roof is proposed on the rear roofslope. The dormer is modest in scale and would sit below the main roof ridgeline. This element of the proposal is acceptable. There are 2 rooflights proposed, one on the north and one on the west roofslope.
- 8.13 These extensions are similar in terms of scale and massing to the extensions previously proposed in application 23/03163/FUL where they were considered acceptable in terms of scale, height and massing. Overall, it is considered that the height, scale, and siting of the proposed extension would remain subservient to the existing building, in line with London Plan policies D3 and H2 as well as Local Plan Policy DM10.

Detailed design

- 8.14 The proposed single storey wraparound extension would appear as a modern extension to this dwelling, featuring a green flat roof and full height glazing. At roof level, the rear dormer would have a traditional tiled pitched roof with modern full height rear window. The proposed extensions would appear as modern extensions to an existing detached house, and are common features of large dwellings in the vicinity, including for example the house opposite (19 Wyvern Road). The proposed extensions to the building would not be detrimental to the appearance of the property nor would they appear obtrusive or out of place when viewed from the street.
- 8.15 In terms of the proposed materials and final detailing, the proposal involves retention of the traditional mock-Tudor features at first floor level, including red hangingtiles, the decorative brick detailing and traditional windows featuring glazing bars. This is supported by officers. A brick band along the base of the building is proposed. The remaining elevations appear to be render but this is not specified. A condition is

recommended to submit details of all external facing materials and detailing to the LPA for approval prior to the commencement of above ground works.

Landscaping

- 8.16 This application is a re-submission following the refusal of application 23/03163/FUL that also proposed the extension and sub-division of the proposed building into 4 flats. While the scale and design of the extensions to the building were considered acceptable in design terms, concerns were raised regarding the cramped layout of the front garden and proposed sub-division of the garden into multiple private and communal areas. It is noted that the rear half of the plot was excluded from the previous application site. The appearance of the front garden layout was considered cluttered and visually intrusive from the streetscene. The sub-division of the rear garden into 6 spaces (the 4 private gardens for each flats, a communal garden, and the rear half of the garden left out of the application site) was considered cramped, contrived and unnatural and at odds with the otherwise large open gardens of the neighbouring dwellings.
- 8.17 In terms of the wider site layout, the whole garden is now included in the application site. As a result, the rear garden would be sub-divided into 4 large private gardens each measuring over 88sqm. Despite its sub-division, the rear of the site would retain a sense of openness, in particular when compared to the previous proposal. The front forecourt and garden would also have a simpler layout than what was previously proposed and would now include steps leading to the house, and a single ramp leading to the rear of the site, without railing or other ramp structures. Both the ramp and bin storage areas would be screened by hedges planted along the front boundary. 2 car parking spaces would also be provided. The front of the site would remain open with large areas of soft landscaping, similar to the other properties along Wyvern Road and Hereward Avenue.

Summary

- 8.18 Overall, it is considered that the proposed extensions, and works to the front and rear gardens would optimise the use of the site in line with London Plan policies D3 and H2 as well as Local Plan Policy DM10. The scale and massing, and architectural style of the proposed development would reflect its context and the dwelling would make a positive contribution to the streetscene. The proposals are therefore considered to result in a development that complies with the relevant policies.

C. Quality of residential accommodation

- 8.19 The proposed house is required to be designed in line with the standards set out in the Nationally Described Space Standards (NDSS), the London Plan Housing SPG, and the Housing Design Standards LPG particularly regarding minimum floor space standards (including minimum sizes and widths for rooms/storage). The London Housing SPG requires a minimum of 5sqm of private outdoor space for 1-2 person dwellings, with an extra 1sqm for each additional occupant.

8.20 The table below sets out the relevant figures with a comparison to these minimum standards:

	Size (beds/people)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Proposed storage (sqm)	Min. storage (sqm)
Unit 1	2b/3p	68	61	88	6	2	2
Unit 2	3b/4p	75	74	95	7	3	2.5
Unit 3	1b/2p	53	50	147	5	3	1.5
Unit 4	2b/3p	70	70*	151	6	3	2

Table 1: scheme considered against London Plan Policy D6 and Table 3.1.

**Increased floorspace requirement as this home has 2 floors.*

8.21 The table demonstrates that all homes would meet the nationally described space standards. All homes would also have at least 2.5m internal floor to ceiling height and be dual aspect. Unit 4 is a duplex unit with bedrooms at first floor level and living accommodation in the roof space. The family sized unit (Unit 2) is on the ground floor.

8.22 External amenity space would be provided for all homes. Ground floor units 1 and 2 would have direct access to large private gardens measuring over 88sqm from their living rooms. Units 3 and 4 would also have each access to large private gardens at the rear, measuring in excess of 140sqm each. Access to the rear of the site would be through the central communal hallway of the building, or the side access route.

8.23 Policies DM10.5 and DM10.4 (part d) also require provision of communal amenity space and children's play space in new flatted developments including conversion scheme. While no separate communal garden is provided on site, the proposed individual private gardens for each flat far exceed the minimum size requirements and would provide ample space for children play space within them.

8.24 London Plan Policy D7 (Accessible Housing) requires new homes (which are created via works to which Part M volume 1 of the Building Regulations applies) comply with the optional Building Regulations standards for wheelchair accessibility. Although Part M Volume 1 does not apply to conversions, the proposal includes 2x ground floor homes which would have step-free access throughout their ground floors, with direct access to their gardens, making appropriate provision for accessible design within the constraints of an existing building.

8.25 Overall, the proposed development is considered to provide good quality accommodation internally and high quality private amenity space externally and would comply with Policies D6 of the London Plan (2021) and SP4 and DM10 of the Croydon Local Plan (2018).

D. Impact on neighbouring residential amenity

8.26 Policy D3 of the London Plan states developments should secure safe and inclusive environments, secure outlook, privacy and amenity, provide green space and

achieve outdoor /indoor environments that are inviting for people to use. 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.



Figure 2: Proposed Site Plan showing neighbouring properties

- 8.27 28 Wyvern Road is the neighbouring property to the east. The proposed massing of the extension at ground floor level is generally considered acceptable given that it would not extend beyond the rear elevation of no.28 and would not breach the 45-degree line drawn in plan from the nearest rear windows of no.28. The extension would be no closer to the boundary than the existing building and would be kept relatively low at 2.9m in height and would remain below the existing boundary fence. The proposed rear extension would be similar in depth to that which could be carried out using permitted development rights (4m), and it would not be overbearing nor have detrimental impacts on access to daylight or sunlight for 28 Wyvern Road.
- 8.28 Number 28 has a secondary bathroom window facing the site at first floor level (non-habitable and with its main window facing the back). The existing dwelling on the site has a bathroom window facing number 28 and the proposal appears to block this window and not side facing windows are proposed towards no.28. As such, no issues of inter-overlooking are raised. Oblique views from rear facing windows into the garden of number 28 and other neighbouring gardens would be possible but this is not unusual in a suburban residential location such as this so does not raise privacy concerns.

Other neighbouring properties

- 8.29 The proposed extension to the building would be located over 40m away from the rear end of the garden of 31 Edgehill Road to the north so would have no amenity impacts on this property. Due to sufficient separation distances, there are no other residential property within proximity to the application site that would be affected.
- 8.30 Whilst the proposal would result in an increase in occupants on the site, the proposed development would not result in undue noise, disturbance or smells as a result of the increased number of occupants on the site and relationship with neighbouring properties given the continued residential use of the site. As such, the proposed development is considered acceptable in terms of the neighbouring amenity.
- 8.31 With regard to Construction noise and disturbance, conditions would be attached for a Construction Logistics Plan to be submitted (pre-commencement condition) and an informative placed on the decision in respect of the Councils "Code of Practice on the Control of Noise and Pollution from Construction Sites" which should be adhered to in order to minimise disruption and noise.

E. Trees, landscaping and biodiversity

Trees and landscaping

- 8.32 London Plan policy G7 specifies that wherever possible, existing trees of value should be retained. Similarly, policy DM27 of the Local Plan requires proposals to incorporate biodiversity on development sites, and policy DM28 specifies that proposals which result in the avoidable loss of retained trees where they contribute to the character of the area will not be acceptable. Local Plan Policy DM10.8 states that a cohesive approach is taken to the design and management of the landscape to ensure proposal incorporate hard and soft landscaping and retain and enhance existing trees and natural vegetation.
- 8.33 The site is currently overgrown and has tree coverage and hedging on its boundaries. There are no TPOs on the site, and none of the planting on the site is particularly prominent. The proposed plans do not show any proposed tree loss, but there is a small (unprotected) birch tree adjacent to the boundary with no.28 which is likely to require removal to accommodate the proposed extension. The Council's tree officer has raised no concerns with the impact on this tree. A condition is recommended to secure the provision of new landscaping and retention of the tree through the construction phase if possible, otherwise compensatory tree planting elsewhere on the site.
- 8.34 In terms of landscaping, the proposal would retain areas of soft landscaping on the front forecourt. The boundary treatment to the front and west side would be a hedge and the eastern boundary with no.28 would be a fence as existing. Hedges are proposed to divide the private garden spaces at the rear of the site. This proposed landscaping is acceptable in principle and would contribute positively to the suburban character of the area.
- 8.35 Due to the rising land levels towards the rear of the site, the rear gardens would be located at a higher level than the building, similar to the existing site layout. A condition is recommended to request details of the proposed land levels to the rear to

confirm that there will be no significant alterations to land-level changes, and details of any localised retaining walls or engineering work proposed, to ensure the impacts can be controlled.

- 8.36 A Landscaping condition is recommended to provide a detailed Landscaping Plan including full details of boundary treatments, soft and hard landscaping (including permeable materials for areas of hardstanding) and new tree planting.

Biodiversity

- 8.37 Policy G6 of the London Plan (2021) states development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process. This is reiterated in Policy DM27 of the Croydon Local Plan 2018 (Protecting and enhancing our biodiversity).
- 8.38 The size of the proposed extensions are similar to those of a householder extension, and the proposal would result in the loss of some patio and lawn. Given the nature of the development, the size of the site and limited vegetation and well-kept nature of the gardens, the development is unlikely to result in harm to any protected species or habitats. It is considered that there is potential to secure a gain in biodiversity through good quality landscaping and interventions. Biodiversity enhancement measures will be secured by condition.

F. Access, parking and highway impacts

- 8.39 Paragraph 110 of the NPPF (2021) states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy T4(F) of the London Plan states that development proposals should not increase road danger. Policy T5 sets out cycle parking standards and T6 car parking standards for proposed development. Policies SP8.17, DM29 and DM30 of the Croydon Local Plan (2018) provide further guidance with respect to parking within new developments and state that development should not adversely impact upon the safety of the highway network.

Car parking

- 8.40 The site has a PTAL of 2 which is considered poor. The site is within the TFL recommended walking distance (640m) of 5 bus routes on Purley Way, Pampisford Road, and Russell Hill Road. The nearest train station is 1km or 15 minutes' walk away, outside the TFL recommended walking distance (960m) and is therefore excluded from the PTAL, however in practice an additional 40m walk is unlikely to be a significant deterrent. The site can therefore be considered to be reasonably well connected, such that residents and visitors are unlikely to be wholly dependent on private cars. London Plan policy T6.1 would permit up to 1 parking space per 3-bed dwelling and up to 0.75 spaces per 1-2 bed dwelling in a location of this PTAL, which would equate to a maximum of 3.25 parking spaces for the 4 flats. The applicant has provided census data, which indicates that based on 2011 car ownership, average car ownership is likely to be 0.72 for the 3-bedroom flat and 0.55 for the smaller flats, or 2.37 (2-3 cars). 2 parking spaces are proposed on the front forecourt, meaning that the development may result in an overspill parking impact of 1-2 cars. It is noted

that concerns have been raised regarding traffic congestion along Wyvern Road. A parking stress survey has been undertaken in accordance with the Lambeth Methodology. An average parking stress of 34.5% was found, with 35-37 available parking spaces. This suggests that Wyvern Road and Hereward Avenue could accommodate any overspill parking caused by the development. The neighbour comments refer to congestion however there are no formal parking restrictions on Wyvern Road so parking on the street cannot be controlled through the planning process. Overall, in policy terms, the provision of 2 parking spaces for 4 homes would comply with the London Plan maximum standards and the resultant overspill parking would not result in unacceptable harm to highway safety.

- 8.41 The existing vehicle crossover on Wyvern Road would be retained and limited changes to the parking forecourt are proposed in comparison to the existing situation. The 2 parking spaces are shown to be situated side by side and perpendicular to the street. Pedestrian and vehicular sightlines have not been provided, however, as previously stated in the officer report for 23/03163/FUL, it is acknowledged that no change is proposed to the access arrangements. The proposed parking arrangement is acceptable in principle. A condition is recommended to be attached requiring submission of full details of the vehicular and pedestrian sightlines, and to ensure that there is no obstruction over 0.6m in height within the sightlines.
- 8.42 A financial contribution of £6,000 (4 x £1,500) will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area in line with Local Plan policies SP8.12 and SP8.13.

Cycle Parking

- 8.43 Policy DM30 and London Plan Policy T5 would require provision of 1.5 cycle parking spaces per 1b2p dwelling and 2 spaces for all other homes. This represents a total of 7.5 spaces for the proposed development (rounded to 8). It is proposed that both ground floor homes would have an individual cycle store in their private rear garden. The upper floor flats would have access to a individual cycle stores located to the side of the building. The stores would be accessed externally via a step-free path alongside Purley Way and measuring 1.9m in width. A condition is recommended requiring details of how cycle storage will be provided, including how cycles for families and those with accessibility requirements will be accommodated and to ensure an appropriate appearance.

Refuse

- 8.44 DM13 of the Croydon Local Plan states that refuse, and recycling facilities should be integrated into the building envelope or within conversions- if that is not possible, to be located behind the building line or landscape covered facilities where they will not be visually intrusive. The Waste and Recycling in Planning Policy Document August 2015 provides detailed guidance regarding the required provision of refuse storage for residential developments. For new houses, the Policy Documents requires the provision of 2x240-litre bin, 1x180ltr bin and food caddies per flat. A 10sqm area for Bulky waste storage and collection is also required for new residential developments.
- 8.45 The scheme proposes the provision of a communal bin store located in front of the site along the property boundary (currently screened by tall vegetation). The refuse store would be appropriately located for collection purposes and would be of sufficient size. The refuse store is shown as a timber structure with front opening

doors which is appropriate in this location, subject to a condition requested full details of the design of the store. An area of the front garden would also be allocated for the temporary storage bulky of goods before their collection.

Construction Logistics

- 8.46 Comments have been made regarding the potential disruption of neighbours and parking congestion that will be caused by the construction of the development. A condition is recommended to require the submission of a Construction Logistics Plan (CLP) to minimise the impact of construction on the local area. A condition is also recommended requiring a condition survey of the surrounding carriageway and grass verge, prior to commencement of works on site, and for an informative to be added to the decision bringing the applicants attention to the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites." This should be endeavoured to be complied with.

G. Flood risk and energy efficiency

- 8.47 Policy SI 12 and Policy SI 13 of the London Plan 2021 seeks that development proposals must comply with the flood risk assessment and management requirements NPPF and utilise sustainable urban drainage systems (SUDS). The London Plan 2021 seeks that current and expected flood risk from all sources should be managed in a sustainable way and that surface water management issues should be identified, and measures implemented to aim to reduce these risks. Policies SP6.4 and DM25 seek to reduce the risk of flooding in the borough and ensure that all developments incorporate sustainable urban drainage systems (SUDS).
- 8.48 The site is located within flood zone 1 (low risk of flooding from rivers and the sea), however, it is within a critical drainage area and is at low risk of surface water flooding. A Flood Risk Assessment and Sustainable Urban Drainage System Strategy has been submitted. This outlines that the proposed SUDS strategy for this site includes source control techniques comprising green roofs on the proposed extensions to the building; permeable paving on the frontage which would collect, attenuate and treat surface water; and rainwater harvesting by way of 2 x water butts positioned towards the rear to allow water re-use. Water butts and an infiltration soakaway are proposed at the rear of the site. The proposed approach is acceptable and a detailed SUDS scheme can adequately be secured by condition.

H. Sustainability

- 8.49 An enclosure for 4 x air source heat pumps is shown on the plans at the rear of the site, adjacent to the bike store. This would be supported in accordance with Local Plan policy SP6 and London Plan policy SI2 as a low-carbon method of heating the flats. Details of the heat pumps and associated enclosures can be secured by condition.

I. Fire safety

- 8.50 Policy D12 of the London Plan requires the highest standards of fire safety to be achieved and a fire safety strategy should demonstrate how the policy is met. A Fire Strategy Statement has been submitted as part of this application, providing details

of fire safety measures, the proposed escape routes and position of fire appliances on Wyvern Road. This is considered to satisfactorily address fire risk. The proposed development therefore accords with London Plan Policy D12(A).

J. Conclusions

- 8.51 The provision of 4 new dwellings in the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan. The proposed new homes would add to the supply of housing in the area, whilst respecting the local character. It would not result in unacceptable impacts in terms of highways, amenity, or environmental impacts, and would result in a sustainable form of development.
- 8.52 Subject to the completion of a legal agreement and the appropriate conditions, the development would be acceptable.
- 8.53 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given 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 terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).