

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/00532/FUL
 Location: 2 Wyvern Road, Purley, CR8 2NP
 Ward: Purley and Woodcote
 Description: Demolition of the existing dwelling and erection of 9 dwellinghouses and associated landscaping, refuse storage and car and cycle parking
 Drawing Nos: House Type 03 & 04 Elevations Rev A, House Type 03 – Ground + First Floor Rev A, House Type 03 – Second Floor + Roof Plan Rev A, Proposed Site Diagram Rev D, Proposed Site Plan Rev D, Sections AA & BB Rev B, Existing ground floor layout, Existing North Elevation, Existing roof plan, Existing Site Layout, Existing Site Section AA & BB, Existing Site Section CC & DD, Existing South Elevation, Existing West Elevation, House 01 & 02 – Elevations, House Type 01 & 02 Ground + First floor plan, House Type 01 & 02 Second floor + roof plan, Landscape Masterplan Rev A, Landscape Sections, Site Location Plan, Proposed Elevations 02, Proposed Elevations 01
 Applicant: Luxgrove
 Agent: Mark Thomson - Savills
 Case Officer: Victoria Bates

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing		1			
Proposed				9	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9	18

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

2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. 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. Details of materials to be submitted

6. Details of electric vehicle charging point to be submitted
7. Details of cycle parking
8. M4(2) unit to be provided and retained
9. Written Scheme of Investigation (pre commencement)
10. Refuse Management Strategy
11. Ecology appraisal to be implemented
12. Submission of biodiversity enhancement strategy
13. Submission of wildlife sensitive lighting scheme
14. No other openings in flank elevations
15. 19% Carbon reduction
16. 110litre Water usage
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Ecology consideration
- 4) Highway works
- 5) Accessible units
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 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 9 x 4 bedroom dwellings
- Creation of a new access and provision of 9 off-street parking spaces
- Provision of associated refuse and cycle stores
- Associated changes to levels

3.2 During the course of the application amended plans have been received to: alter the layout at the front of the site, alter the cycle and refuse stores.

Site and Surroundings

3.3 The site comprises a detached bungalow situated to the north side of Wyvern Road. The site is a corner plot that also abuts Pampisford Road. Land levels rise quite significantly within the site from front to rear. There is a mature tree screen along the Pampisford Road frontage and to the rear of the site.

3.4 There are no specific development plan policy constraints related to the site. The site is located within an Archaeological Priority Area. It is considered to be at 'very low' risk

of surface water flooding with limited potential for groundwater flooding to occur. It has a PTAL of 1b (poor).



Figure 1 The Site

Planning History

3.6 85/02420/P Erection of single storey rear extension. Withdrawn October 1985.

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 9 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.
- 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.

Ecological consultant

5.2 Consider the submitted information acceptable and recommend conditions.

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: 28 Objecting: 28 Supporting: 0 Comment: 0

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 Sections 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 Sections 8.7 – 8.13 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 8.19 - 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>	
Impact on wildlife	Addressed in Section 8.35
<i>Transport and parking</i>	
Increased parking stress on Wyvern Road and cumulative impact	Addressed in Section 8.24 of this report.
<i>Amenities of future occupiers</i>	
Gardens are too small	The private amenity spaces meet policy requirements
<i>Other matters</i>	

Increase in flood risk	Addressed in Section 8.32 of this report
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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

A replacement for the London Plan, in the form of the New London Plan 2019 (NLP) has been subject to public consultation and an examination in public (EiP). Subsequently the Mayor's Intend to Publish NLP has been published following on from the Planning Inspector's Panel Report, with the Secretary of State subsequently commenting on the Mayor's Intend to Publish NLP. Whilst the NLP is yet to be formally adopted, it is close to adoption and whilst the weight afforded to it is down to the decision maker, its weight continues to increase as it gets closer to adoption.

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 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. The existing building on site is a 2 bedroom house with a floor area of approximately 197sqm. There would be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 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 proposed mix is 9 x 4 bedroom dwellings which constitutes as 100% family housing.

Townscape and Visual Impact

- 8.7 Wyvern Road is made up of detached houses with varying character. 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 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. Specific guidance is given for developments on corner plots. 'Proposals should seek to include an (1) additional storey to the 3 storeys recommended in the Croydon Local Plan Policy DM10.1... and may extend beyond the neighbouring rear elevations to a greater amount than set out in guidance in Section 2.11' (subject to design and neighbouring amenity considerations).
- 8.10 The proposed building at the front of the site would have three storeys with additional accommodation in the roof. It would appear as a large house to respect the streetscene, but would accommodate two units. Seven units would be situated to the rear. These units would be two storeys in height with accommodation in the roofspace and would be orientated at a 90 degree angle to the unit at the front.

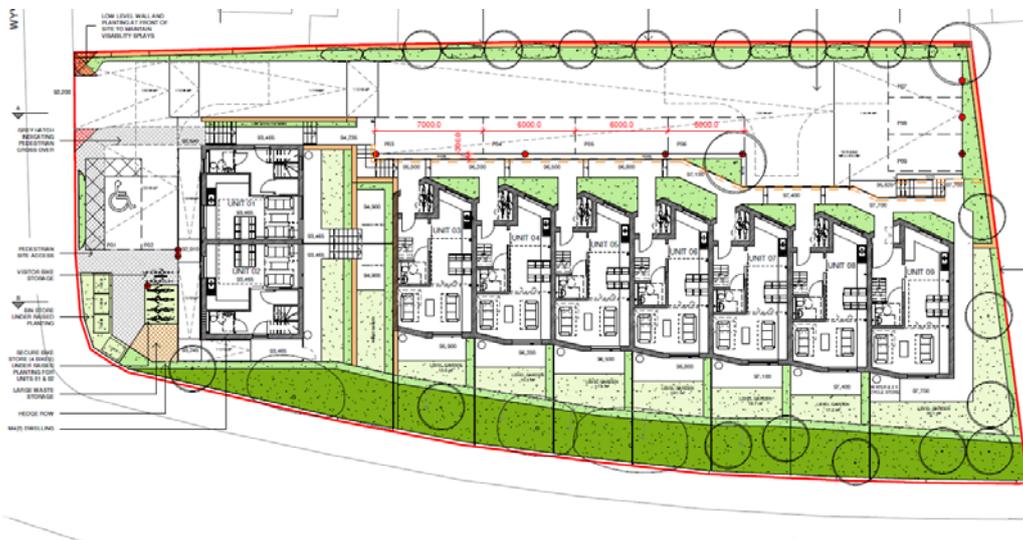


Figure 2 Site layout

- 8.11 The proposed layout and massing would conform to the guidance within the Suburban Design Guide SPD for corner sites (section 2.14)- which allows additional height up to four storeys compared to neighbouring properties and the massing to extend towards the rear of the site, beyond the neighbour's rear elevation- where it would enhance the definition of a suburban block and contribute positively to the townscape.

Figure 3 shows how the development would be viewed from Pampisford Road. There is dense foliage along the boundary with the road which will be retained. The foliage largely screens the two storey dwellings to the rear. Due to the land level increase from the street and the slope from the front to rear, only the highest section of the dwellings would be visible. Overall, the proposal would help to define the block by addressing both Wyvern Road and Pampisford Road. The design of the proposal would also positively contribute to the townscape- see 8.11



Figure 3 CGI of front of site

- 8.12 A contemporary reinterpretation design approach has been followed. Characteristics of the streetscene- such as the front gable, having two different colour materials and detailing in the brickwork have been successfully incorporated into the modern design. The building facing onto Wyvern Road would appear as a large house to appear in keeping with the other properties on the street. It would be larger in scale to other properties on the street, but as discussed above, corner sites can accommodate additional height. The building at the front of the site would also sit in front of the established building line on Wyvern Road by a metre, but as the site is at the end of the road, it would not appear out of character with the street.
- 8.13 The dwellings to the rear have an asymmetrical pitched roof which works well with the land level changes and the projection of the front elevation reduces the massing of the terrace. Overall, the design of all of the units is high quality and would respect the streetscene in accordance with DM10 of the Croydon Local Plan. Details of materials would be conditioned to ensure good quality materials are used.
- 8.14 In order for the access ramp to be suitable for cars, the land levels at the rear have been lowered during the course of the application. This has resulted in the need for a retaining wall and sets of stairs up from the parking area to the front doors. The lower section would vary in height with the slope, but would generally be 1.6 metres with a 1 metres section of railings above. The retaining wall would not detract from the overall appearance of the dwellings as it would be proportionate and not overly dominant.



Figure 4 Front elevation of terrace showing levels and retaining wall

- 8.15 Therefore having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.16 All of the proposed new units- 2 x 4 bedroom 5 person units and 7 x 4 bedroom 6 person units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).
- 8.17 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.
- 8.18 With regard to external amenity space, the London Housing SPG 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 private amenity spaces exceed the required standards.
- 8.19 Policy 3.8 of the London Plan and D7 and H2 of the Draft London Plan set out that 90% of units should meet M4(2) and 10% M4(3) but that flexibility should be applied on smaller schemes if exceptional circumstances prevail. One unit (at the front of the site) will be M4(2) compliant. The other units fully comply with regards to their internal arrangements and amenity spaces but, by being up steps from the parking and the highway, do not comply with M4(2). An earlier version of the scheme avoided the steps but the slope of the access at the front of the site was significantly steeper and there were concerns that vehicles would ground on the ramp, as well as not being suitable for those with limited mobility. A solution to decrease the levels of the entire site would not be suitable, as it would require the loss of most vegetation on the site, very significant retaining walls and potentially be visually intrusive and costly. Therefore in this instance, officers are satisfied that it is reasonable to apply this policy flexibly and require only the front unit to be M4(2) compliant.
- 8.20 Overall, the development would provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.21 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.
- 8.22 The most affected neighbour would be 4 Wyvern Road. The building at the front of the site would have no windows on the side elevation facing onto 4 Wyvern Road. The windows to the rear would face onto the application site. The terrace to the rear would have two first floor windows on the front elevation and one window serving the accommodation in the roof, per house. Figure 3 shows how one of the first floor windows and second floor windows have been angled away from the rear of 4 Wyvern Road- taking particularly care for the first 10 metres of their garden. This would prevent overlooking. The first floor window angled in a south western direction would be located behind a hit and miss brick panel. This would be conditioned as obscurely glazed.

With regards to massing, the terrace would be set off the boundary by 8.5 metres at its closest point and would taper away from the boundary at the rear to 11.6 metres. Substantial planting is proposed on the boundary with 4 Wyvern Road, replacing the

existing hedging. This will screen views of the proposed terrace from 4 Wyvern Road. The proposed development would fail the 45 degree rule of thumb from 4 Wyvern Road, however section 2.14 of the SPD states that in some exceptional cases, further projection is possible where orientation and landscaping allows it. In this case, the proposed house are 14m away from the neighbour, a good separation distance and the orientation of the units is angled away from the rear elevation of the neighbouring dwelling, landscaping would prevent direct overlooking.

As the site is located to the east of 4 Wyvern Road, with a gap between the building at the front and 7 units north of the neighbour, daylight and sunlight would not be compromised. This neighbour has windows on the side elevations facing onto the application site. These are mainly secondary windows. Section 2.29 of the SDG states that un-neighbourly windows (that faces directly onto neighbouring site) place undue restraints on the development, and as such the light and outlook they receive will not receive significant protection. Considering this alongside the separation distance and angle of the proposed windows away from these windows- the proposal would not result in overlooking or cause a significant reduction in outlook from these rooms.



Figure 5 Plan showing protected area of neighbours garden (red hatching) and angled windows in proposal

- 8.23 The most affected neighbours to the rear would be 9 and 11 Edgehill Road. The terrace would be set off the rear boundary with number 9 by 2.5 at its closest point and the separation distance to their rear elevation would be approximately 35 metres. The existing vegetation in this location would be replaced by soft landscaping and a timber slatted fence. The first floor windows are angled towards the rear portions of 9 and 11's gardens. Given the separation distances and the lengths of these neighbours' gardens neighbouring amenity would not be harmed.
- 8.24 The proposed dwellings at the rear would have windows facing eastwards. The separation distance between these windows at the properties on Pampisford Road would be approximately 30 metres. This distance plus the screening provided by the foliage retained on the boundary with the road would be sufficient to avoid any overlooking or loss of outlook.

Parking and Access

Parking

- 8.25 The site has a public transport accessibility level (PTAL) of 1b which is poor. There is a bus route (and bus stop) on Pampisford Road in close proximity to the site (2 routes).

It is noted that there are significant topographic changes between the site and Purley Town Centre which may deter cycling and walking as attractive sustainable travel options to/from the site.

- 8.26 One car parking space would be provided for each unit. This is in accordance with London Plan standards. A Parking Survey using Lambeth Methodology has been submitted with the application, which shows that overspill could be accommodated on street (66 spaces in the survey area were available at nighttime and 42 during the daytime)- however the census data indicates that no overspill would occur based on typical car ownership rates for the area. One space will be Blue Badge, 20% will have active electric vehicle charging points and 80% passive.
- 8.27 Eighteen cycle parking spaces would be provided for each unit within their own store, apart from the units at the front of the site who would share a store. This meets the requirements of the London Plan. Details would be conditioned.

Access

- 8.28 The existing crossover would be slightly modified.
- 8.29 The Transport Statement provides manoeuvring plans that demonstrate that a vehicles can manoeuvre into the site. The submitted plans also show that the required pedestrian and vehicle sightlines can be achieved from both vehicular accesses to the site.
- 8.30 Markings on the road surface would indicate the pedestrian route through the site.
- 8.31 The proposed land levels increase from south to north. The gradients of the vehicle access and waiting areas have been reviewed and are considered acceptable.

Refuse storage/collection

- 8.32 A refuse storage area is shown at the front of the site with an area for bulky waste. The refuse store would be located in a brick built store behind the front boundary wall. In accordance with DM13 of the Croydon Local Plan (2018), the storage would be adequately screened. Details would be conditioned. The store would be in excess of 20 metres from the houses at the rear. A refuse management plan will be conditioned.

Environment and sustainability

- 8.33 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.
- 8.34 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

- 8.34 Archaeology- The site is within a Tier 1 Archaeological Priority Zone (highest tier) with a known Saxon cemetery in the area. Historic England have reviewed the desk based assessment and agreed to a pre commencement condition for a Written scheme of investigation to determine if there is on-going interest and if so how it may be mitigated.
- 8.35 Trees and landscape - There are no Tree Protection Orders on the site. Nine trees would be removed – one class B, seven Class C and two class U. The retained trees would have protection from construction works. The proposal would result in a net gain in trees and the majority of the new trees would be semi mature. This is acceptable.
- 8.36 Ecology – An Ecology Appraisal of the site has been submitted. The report finds the site favourable for bats. A bat emergence survey has been conducted. The Place Services team have reviewed the survey and have recommended conditions to secure mitigation and biodiversity enhancements.
- 8.37 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

- 8.38 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. Due to the levels of the site and the desire to retain existing vegetation, only the front unit can meet accessibility requirements. The proposal would provide acceptable quality of accommodation and much needed family. Therefore, with the conditions recommended the proposal is considered to be accordance with the relevant polices.
- 8.39 All other relevant policies and considerations, including equalities, have been taken into account.