

PART 5: Planning Applications for Decision

Item 5.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/04478/FUL
 Location: 4 More Close, Purley, CR8 2JN
 Ward: Purley and Woodcote
 Description: Construction of a part-three-/ part-four-storey building to accommodate nine flats (3 x 1-bed, 4x 2-bed, and 2 x 3-bed), a new vehicular access and four parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse.
 Drawing Nos: LN001; EX001 Rev A; EX201; EX202; PL001 Rev J; PL002 Rev I; PL003 Rev H; PL004 Rev F; PL010 Rev F; PL100 Rev D; PL101 Rev F; PL201 Rev G; PL202 Rev F; PL203 Rev F; PL204 Rev G; PL205 Rev F; PL301 Rev E; PL302 Rev E; PL303 Rev E; PL401 Rev B; PL402 Rev C; Design and Access Statement reference SD.001 Rev D.
 Applicant: C/O Agent
 Agent: Mr Duncan Gunn – Gunn Associates
 Case Officer: Karim Badawi

	1B 2P	2B 4P	3B 5P	Total
Existing Provision			1	1
Proposed Provision	3	5	1	9

All units would be allocated for private sales.

Number of car parking spaces	Number of cycle parking spaces
6	18

1.1 This application is being reported to Planning Committee following receipt of a referral from a Ward Councillor (Councillor Oviri). Officers note that only three objection letters out of 14 were received before the end of the consultation period.

2.0 RECOMMENDATION

- 1.1. That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £13,500 for sustainable transport improvements, parking control review and enhancements;
 - b) A financial contribution of £2,100 for the provision of a car club bay, vehicle and charging point in the vicinity of the site; and
 - c) Restricting residential parking permit for future occupiers of the development;

- d) Retention of architectural team to maintain the standard of the design of the development;
- e) Monitoring fee; and
- f) And any other planning obligations considered necessary.

2.1 That the Planning Committee resolve to GRANT planning permission, 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

Standard 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;

Pre-Commencement Conditions

3. Details and samples of materials including sample boards of all facing materials, fenestrations and finishes to be submitted for approval;
4. Maintenance strategy to cladding surfaces including car parking retaining wall;
5. Detailed drawings (Scale 1:10 or 1:20) showing: Stair cores, recessed balconies, top floor setbacks, a series of drawing in elevations and sections showing façade treatments, key junctions and openings, window reveals; window types, parapet and balustrade types, mechanical ventilation systems or other ducts/extracts and rainwater goods to be submitted for approval;
6. Details of hard and soft landscaping to the communal area, the front of the development and all boundary treatment including retention wall to be submitted for approval;
7. SuDs details across the site in conjunction with the landscape strategy;
8. Demolition and Construction Method Statement / Demolition and Construction Logistics Plan to be submitted for approval;
9. Details of the Green Grid Systems methodology for tree protection;

Pre-Occupation Conditions

10. Secured by design;
11. Full Car Parking Management Plan in accordance with the approved draft;

Compliance Conditions

12. Accessible homes;
13. Car Parking laid out including EVCP as approved;
14. Cycle parking laid out as approved;
15. Refuse store laid out as approved;
16. Visibility splays as approved;
17. Accordance with Arboriculture Method Statement;
18. Energy and Water efficiency; and

19. 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. Light pollution;
4. Requirement for ultra-low NOx boilers; and
5. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for a flatted block which would have the appearance of three storeys to the front and four storeys at the rear, with a setback flat-roof, top floor. The building would have a ramped-down undercroft to the west for vehicular access that leads to the proposed car parking spaces to the rear of the site. These car parking spaces would sit in the middle of the site above the lower-level rear garden area. The refuse store would be to the front west corner; the cycle store would sit to the rear east corner of the site.

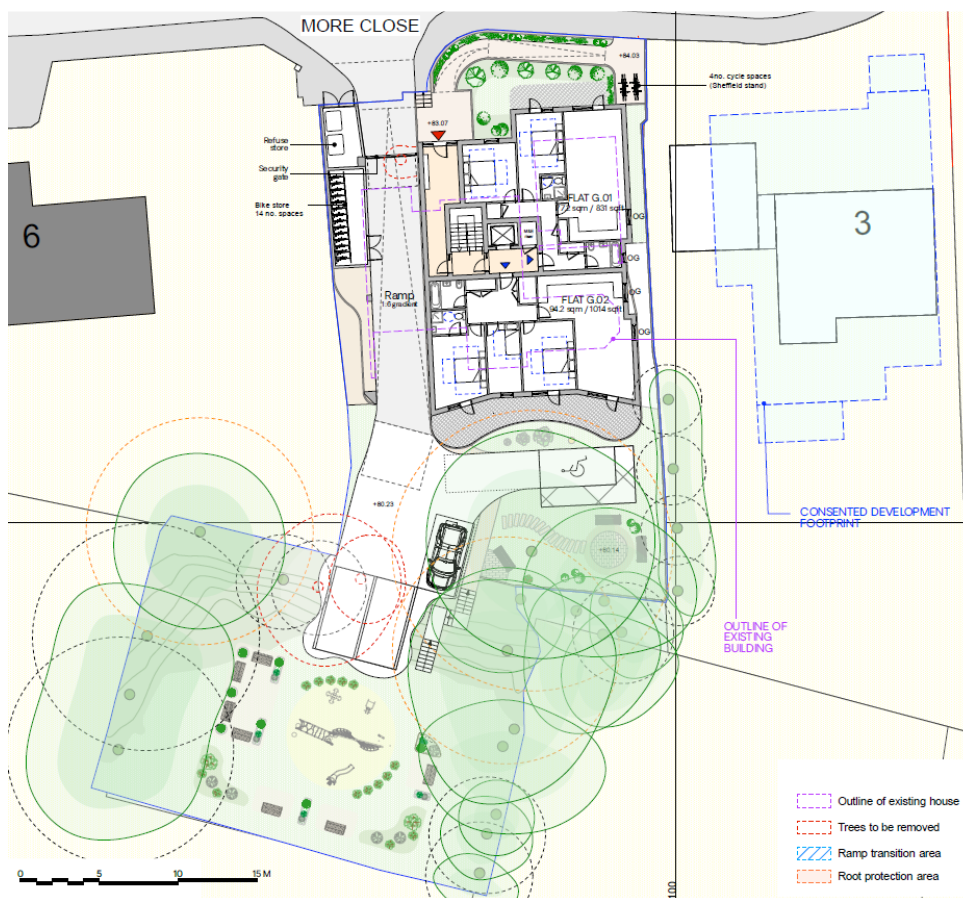


Fig. 1: Site Plan / Lower Ground Floor Plan



Fig. 2: CGI for the east view



Fig. 3: CGI for the rear view

3.2 Amended plans were received which comprised:

- Increasing the height of the entrance to the ramp to 2.6 metres;
- Shifting the bin store to the front of the site to improve its accessibility;
- Providing a direct access from the building's core to the rear amenity spaces;

- Changing the door to cycle store for sliding doors instead of door opening outwards to avoid conflict with vehicles accessing the car park;
- Providing an accessible amenity space at the upper-level garden for assisted wheelchair users;
- Amendments to the front elevation including raised parapets for balconies and bronze metal railing instead of glass balustrades;
- Providing an accessible parking space and EV charging point;
- Adding two car stackers to increase the onsite car parking provision;
- Improving the vehicle ramp gradient and shallow steps to the pedestrian side access;
- More information regarding swept paths analysis, cycle and bin provision.

Site and Surroundings

- 3.3 The application relates to an L-shaped site to the south side of More Close with a total area of 0.11 hectares. The site comprises a two-storey detached dwellinghouse and borders No. 2 to the east and No.6 to the west. The site has a steep gradient, descending from street level with a total fall of over 4m and the L-shaped section at the rear being at the lowest point. The ground then continues to fall away to Foxley Lane.



Fig. 4: Aerial view of the site

- 3.4 More Close is a residential street, characterised by a mixture of large detached houses of different sizes, shapes and designs. However, a consistent character throughout comprises yellow brick, white timber claddings, open front gardens with a mixture of hipped and flat roofs. The immediate wider area comprises a mix of residential buildings typology which includes flatted blocks.

- 3.5 The site falls within PTAL 3 and outside controlled parking zone, outside a low and medium flood risk zones and is has two trees under TPO (143) to the rear garden which comprises heavy boundary vegetation and flat lawns.

Planning History

- 3.6 There are no recent planning applications of relevance at the application site. However Members should be aware of planning permissions in the surrounding area detailed below and arranged as per proximity to the site:

3 More Close:

18/06093/FUL: Demolition of existing property, erection of three/four storey building comprising 9 flats including balconies with parking area, landscaping, child play spaces, refuse and cycle storage – Granted 02.05.2019

6 More Close:

19/05032/FUL: Construction of two interlinked blocks to accommodate 9 flats with associated car parking spaces, refuse store and cycle store facilities; following demolition of existing dwellinghouse. – Under Consideration.

2 More Close:

18/03342/FUL: Demolition of existing property, erection on three/four storey building comprising 9 flats (2c three-bedrooms, 5 x two-bedrooms and 2 x 1-bedroom flats) including balconies with new access, parking area , refuse and cycle storage. – Granted 06.03.2019.

2 More Close:

20/00770/FUL: Construction of 2 x 1-bedroom dwellinghouses to the front of No. 2 More Close; following the division of its front garden. – Under Consideration.

1 More Close:

19/04564/FUL: Demolition of existing two storey detached house and erection of a three storey building to provide 9 units, with associated vehicular accesses, car parking, child playspace and soft and hard landscaping as well as cycle and refuse storage - Under Consideration.

5 More Close:

20/00404/OUT: Outline application for the consideration of access and layout only in relation to the construction of a part three, part four-storey building comprising nine flats (7 x 2-beds and 2 x 3-bed), associated four car parking spaces, cycle parking and refuse provision; following demolition of existing dwelling - Under Consideration.

1A Russell Hill:
 18/05423/FUL: Erection of detached three bedroom dwelling to rear fronting
 More Close – Granted 21.12.2018.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- The proposal would protect and respect the setting of the tree under TPO onsite.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 14 Objecting: 13 Supporting: 0

Comment: 1

6.2 **Table 1**, below, stated the issues 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:

Summary of objections	Response
<i>Principle of development Full assessment within Section 8A of this report.</i>	
Proposal doesn't have 3-bedroom or bigger at 30% as per policy.	Policy allows 2-bed/4-persons to be counted towards family accommodation.
No replacement to the existing family home.	The proposal would have 30% family units, two of which would be three-bedroom flats and one of which would have direct access to private rear amenity.

Nine units scheme instead of 10 to avoid providing affordable homes	Same objector raised a concern that the mass was too big for the area. Nonetheless, Officers are satisfied that the proposal would optimise the use of the site.
Over intensification – Too dense.	The density of the proposal would not yield an overly intensified scheme.
Proposals in the area oblige other residents to follow suit.	Unfounded opinion.
The area needs family housing instead of luxury housing.	Housing need in the borough extends across all sizes and tenures.
The proposal is contrary to all published policies.	Officers are satisfied that the proposal would accord with the local and national policies.
The application must be viewed with considerations to approved planning permissions and other live applications in the area.	Noted.
<i>Design Full assessment within Section 8B of this report.</i>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
The design and roof-form would be out of character.	The modern design would have cues from the local area and the roof form does existing within the locality, particularly at No.1 More Close.
Glass balconies are dominant in the elevations.	Amended drawings changed the glass to bronze metal railing.
Overdevelopment of the site.	The proposal would be built on less than 50% of its total area and would not be considered an overdevelopment.
<i>Traffic & Parking Full assessment within Section 8E of this report.</i>	
Negative impact on parking and traffic in the area from the development within the close.	The proposed s.106 obligation aims to reduce the impact on parking and traffic in the area.
The proposed four parking spaces would not be sufficient.	Amended drawings provided six car parking spaces in total. The planning permission would include s.106 obligations to avoid impact on parking in the area.
<i>Other matters</i>	
Construction disturbance.	The decision notice would include a Construction Logistics Plan to ensure low levels of disturbance during construction process.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.

Massive 3-metres dig would impact the garden and the planting within No.7 More Close.	The part of the development adjoining No.7 would not be dug up as per submitted plans.
Proposed units would not be sellable.	Not a planning consideration.

6.3 Cllr Oni Oviri referred the planning application to the Planning Committee citing the following concerns:

1. The contemporary design is totally out of character for this area and does not respect the appearance of surrounding properties.
2. High density/over development of the site with a significant loss of garden land.
3. The block of flats are significantly larger at three storeys than those either side of this proposed development and will dominate the street-scene.
4. There will be a loss of privacy for the nearby neighbours as they will now be overlooked by this block of flats.
5. Additional noise will be created by this development which will be detrimental to the existing residents.
6. No disabled parking space allocation.
7. Not enough parking versus number of flats.

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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised 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;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- 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 2016

- 3.3 Increasing housing supply

- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 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
- DM43 – Sanderstead

7.6 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 SPD is a design guide for suburban developments

likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance.

7.8 Draft London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target. 7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note that in the Intend to Publish New London Plan that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets. 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications. 7.8 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 7.4 above.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

1. The Principle of the Development
2. Impact of the development on the character and appearance of the area

3. The Quality of the Proposed Residential Accommodation
4. Impact on Neighbouring Amenity
5. Impact on Highways, Parking and Refuse Provision
6. Impacts on Trees, Flooding and Sustainability
7. Other matters

The Principle of Development

- 8.2 Paragraph 11 of the NPPF 2018 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 68 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 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites before 2036.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of two-storey dwellinghouses, it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.4 Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. Policy DM1 of the Croydon Local Plan (2018) allows for an element of 2b4p units to be classed as family accommodation; within 3 years of the adoption of the Croydon Local Plan The proposal would have 66.7% of the overall mix of accommodation as family units which would exceed the strategic target and would ensure a choice of homes of different sizes available in the borough.
- 8.5 Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sq. The proposal would provide one three-bedroom dwelling following the demolition of one family home with an existing area of 255 sq. accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sq. and the proposal would be acceptable.
- 8.6 The site is in a suburban setting with a PTAL rating of 3; the London Plan indicates that a suitable density level range for such a setting would be 35-95 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha). The site is approximately 0.11 ha and the proposal would have a density of 79 u/ha and 229 hr/ha. Accordingly, the proposal would not be an overdevelopment or over intensification of the site and would be acceptable.
- 8.7 The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 8.8 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

Impact of the development on the character and appearance of the area

- 8.9 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.

Site Layout

- 8.10 The site layout would be simple, retaining the open front garden which is a characteristic of the close. The proposed parking would sit right behind the building resulting in minimum loss to the site and maximising the space available for landscaping. The proposed refuse to the front would not strictly accord with the Suburban Design Guide SPD (2019) preferred guidance. However, it would still form a part of the building and appear as a unified form when viewed from the main road. The front building line would integrate with the existing along the road which is characterised by a general guide rather than a hard line, due to the angle in the road and some houses having front protruding elements.

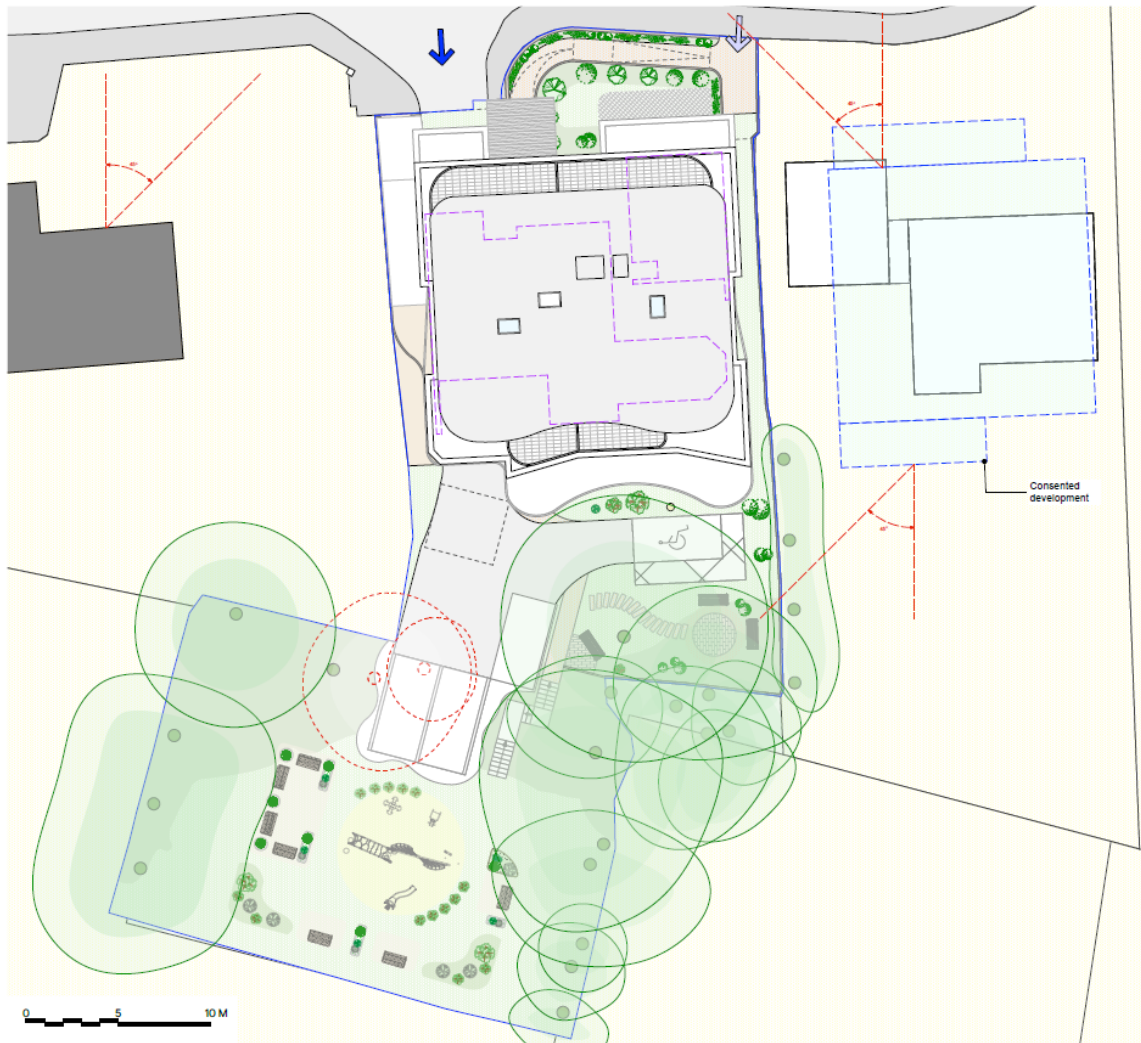


Fig. 4: Proposed Site Plan

Massing and architectural expression

- 8.11 The proposal would be three-storeys towards the front and four-storeys towards the rear. This would be in accordance with the DM10.1 of the Croydon Local Plan (2018), particularly as the top floor would be a set-back roof form. It would also follow the guidance set in the Suburban Design Guide SPD (2019) where the streetscene height is a one storey above neighbouring properties. The proposed mass would also be comparable with the approved permission for No.3.



Fig.5: The proposed building within the existing streetscene.



Fig.6: The proposed building next to the approved building permission at No.3.

- 8.12 Further to the above, the appearance of the building from the rear would not be excessively large with one additional floor height which would be acceptable and undulating with the sites' topography.
- 8.13 The character of the area is residential with a mix of bungalows, two-storey detached dwellinghouses. The close is mainly characterised by buildings with open front gardens behind short front boundary walls, white and grey timber, and yellow brick finish, with scattered darker bricks within its pallet. Officers note the contemporary approach to the proposal might appear as out of character with the area. However, Paragraph 127 of the NPPF states that '*Planning policies and decisions should ensure that developments...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)*'. Accordingly, an innovative approach to the scheme would be acceptable and the proposal would take cues from its context as explained below.
- 8.14 The proposal recognises the leafy character of the close and the existing protected trees on site. The curve of the building to the rear would work around the TPO tree's crown and root protection area. The organic concept of integrating with the existing landscape is further enhanced using the wood fins covering on the balconies and the rear elevation. These fins would give a dynamic appearance to the curves of the building, producing a wave-like motion and a lively appearance to the building and would provide an integral solution to balcony screening at the rear.

- 8.15 The front of the building would take cues from the context with its slick, straight lines and materials. The curved corners of the top floor would respond to the curved approach at the rear and soften the appearance of the additional floor while unifying the architectural language of the building. The red bricks would respond to the bricks at the existing No.4 building and the darker colours of the brick pallets in the area, the bronze cladding on top and the natural wood fins would respond to the yellow brick in the neighbouring properties. Furthermore, the proposed building lines would integrate with the approved permission at No.3 as per Fig.5 above.
- 8.16 Officers note that the retention of quality design to the building and the cladding to the parking spaces at the rear would depend on the quality of the materials. Accordingly, the decision notice would include a condition for a maintenance plan for the proposed cladding including the wood panels which would comprise treatments for weather resistance and cleaning regime.

Cumulative Impact

- 8.17 Policy DM10 sets out that the cumulative impact of development on the character of the area should be taken in to consideration, whilst acknowledging that the character of suburban areas will change and evolve over time. Therefore, development which changes or evolves the character of the area, either individually or cumulatively, is supported, as long as it is responsive to the existing character. Considering specifically the cumulative impact of the proposals on More Close, whilst the vast majority of properties are two storeys, often with roofs which come down to ground floor over a garage, there is however a mix of development styles, with some two storey detached houses with pitched roofs. Therefore, whilst a number of the approved schemes and schemes currently under consideration for More Close take a different approach to appearance, a varied appearance is present in the area already. Whilst each case needs to be assessed on its own merits, cumulatively, as long as each design respects elements of the character of the area and follows policy and guidance, the proposals are unlikely to have a significantly detrimental impact on the character of the area.
- 8.18 In summary, the proposal would provide a contemporary approach to a traditional flatted block. The massing of the proposal and its layout would fit with the character of the existing and future area. The appearance to the front would follow the essence of materials in the context and the rear would follow the existing site's landscape elements and overall the proposal would be coherent, well designed and would evolve the character of the area. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).

The Quality of the Proposed Residential Accommodation

- 8.19 Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent.

- 8.20 The proposed layout for the scheme would provide a legible development with separate pedestrian and vehicular entrances. The main core in the middle of the building would lead to the lower ground floor, upper floors and the communal amenity area to the rear through a pedestrian route that would not conflict with the vehicular movement at the rear.
- 8.21 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015). The internal rooms within each unit would have an appropriate ventilation and size respective to the number of the end-users. All proposed units would have a dual aspect, albeit most of the secondary aspect would be obscurely glazed. However, the decision notice would include a condition for restricted opening to the side windows to allow for through ventilation across the flats.
- 8.22 Flats G.01, 1.04, 1.01, 2.02 and 2.01 would have their main aspect to the north which would raise concerns with the amount of light received within, particularly as the secondary aspect windows would be obscurely glazed to avoid overlooking onto neighbouring sites. Accordingly, the design of the windows on the north elevation would be floor-to-ceiling to maximise the amount of daylight into these apartments.
- 8.23 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.24 The proposal would have the three-bedroom flat as an accessible unit M4(3) on the lower-ground floor with a generous private amenity. Amended drawings included a lift within the development which would allow the occupier to access their unit from the rear from the disabled car parking bay on the ground floor, as well as accessing the communal upper garden. The proposed lift would also allow for the provision of M4(2) adaptable units.
- 8.25 Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG (2016) for private open space.
- 8.26 The balconies would follow the design approach of the proposal. However, all units would have a private amenity exceeding the policy requirements and would be acceptable. Furthermore, the proposed units would have access to two communal amenity spaces, the upper-level space would have an area of 24 sq. and the lower-level space would have an area of approximately 412 sq.
- 8.27 The development would yield 14.9 sqm. of children playspace according to table 6.2 of the Croydon Local Plan (2018). The proposed children playspace would sit within the lower-level garden and the decision notice would include a condition requesting details of this playspace including play equipment and its boundary treatment.
- 8.28 In summary, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

The Impact on Neighbouring Amenity

- 8.29 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.30 The site borders No.4 to the east and No.6 to the west. The south adjoining property to the south on Foxley Lane would not be impacted by the proposed building due to its the separation distance from the shared boundary, the change of land levels and the existing trees on site.



Fig.7: The site's and neighbouring properties

- 8.31 No.6 More Close: The proposed building would sit at a distance of 13.6 metres from the side of this property which does not have any side windows overlooking the site, this building would have similar land levels to the application site. The proposed building would project approximately 6 meters beyond the neighbouring rear building-line. The combination of the separation distance and the modest rear projection of the proposal would not result in significant impact onto No.6 in terms of overbearing and loss of sun and daylight which is evident by the 45° lines in plan and elevation.



- 8.32 Furthermore, the proposed balconies would all have floor-to-ceiling- wood fins as part of the design which would conceal any direct views onto this neighbouring property. The curved-end of this wood fin treatment would be parallel to the end of the first 10 metres of the garden at No.6. Officers note that the second floor balconies would be recessed behind this 10-metres distance; however the separation distance and the restricted overlooking angle from the balconies would maintain any view angle straight down the rear of the proposed building. Accordingly, the proposed rear balconies would not compromise the privacy of the neighbouring rear garden at No.6 More Close.
- 8.33 No.6 has a live planning application reference 19/05032/FUL. The front and rear building lines of the proposal would almost align with that proposed at No.6. Accordingly, the application's proposal would not result in loss of sunlight or in an adverse overbearing impact on their internal areas. Additionally, the new developments would have communal amenity areas at the rear which would not have the same level of a protected amenity as single-family dwellings.
- 8.34 No.3 More Close: Regardless of the land-level changes which puts this property at a lower level than the application site, this property does not have any side windows overlooking the site. The nearest rear window appear to be a secondary fenestration through a balcony, which is evident by the overall depth of the building behind this balcony which doesn't exceed 5 metres. Accordingly, and on balance, the proposal would not have a significant impact on this habitable room. An argument can be made that the proposed building would cause overshadowing on this balcony. However, No.3 is a single dwellinghouse and the balcony is not the sole private amenity for the occupiers as this purpose is provided through the rear garden.
- 8.35 The proposed balconies would all have floor-to-ceiling wood fins as part of the design which would conceal any direct views onto this neighbouring property. These balconies would sit within the first 10-metres of the rear garden for No.3 and normal balconies might result in overlooking onto this private part of the garden. However, the curved-end of the wooden fins treatment would restrict the views of the balconies straight down the rear of the proposed building. Accordingly, the proposed rear balconies would not compromise the privacy of the neighbouring rear garden at No.3 More Close.
- 8.36 No.3 has an approved planning application reference 18/06093/FUL. The front and rear building lines of the proposal would almost with that proposed at No.3. Accordingly, the application's proposal would not result in loss of sunlight or in adverse overbearing impact on their internal areas. Additionally, the new

developments would have communal amenity areas at the rear which would not have the same level of a protected amenity as single-family dwellings.

- 8.37 Considering the above, the proposal took careful consideration to avoid significant impact onto the existing and proposed amenity of Nos. 3 and 6 and would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

Impact on Highways, Parking and Refuse Provision

- 8.38 The applicant submitted amendments and additional information to agree an acceptable position with the Council's Strategy Transport Officer in relation to gradient levels, swept paths, waste management strategy and confirming visibility splays and location/details of cycle storage. It also included a car-stacker solution to two of the car parking bays where two bays would drop to a subterranean area at the level of the lower garden. The final vehicle parking provision would be six spaces including an accessible car parking bay.
- 8.39 Vehicle Parking: The site falls within PTAL 3, the Draft London Plan (DLP) states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. The proposed parking provision would be six spaces for nine units at a ratio of 0.67. Accordingly, the proposal would fall short by one space than the DLP standards and three spaces less than 1:1 provision which the council would aspire to have in this location.
- 8.40 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces on Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.41 The site itself does not fall within a controlled parking zone (CPZ), though one exist at the entrance of the close; as per Section 4 of this report, there are a number of developments within the close at Nos. 1, 2, 3, 4, 5 and 6; and their cumulative impact would form part of the assessment of this application. These developments would result in 54 dwellings with overspill of 11.5 vehicles. While future residents might use walking and cycling during the week to access shops, rail, buses and local facilities, this would not preclude their ownership of private vehicles.
- 8.42 Considering the cumulative impact of schemes in the area, they taken together would have the potential to exceed on street parking capacity. However, the impact of the development can be mitigated through the use of restrictions on parking availability and promotion of sustainable travel. In this instance, the proposal would require:
- A financial contribution of £13,500 for sustainable transport improvements, parking controls review and for the provision of enhanced parking controls in the vicinity. This would mitigate overspill parking demand as a result of the development proposals.
 - Removal of residential parking permits entitlement for new residential units within More Close to a future CPZ.

- A financial contribution of £2,100.00 per development plot for the provision of a car-club bay, vehicle and charging point in the vicinity. This would provide alternatives to car ownership and subsequently mitigate overspill parking demand as a result of the development proposals.
- 8.43 Highways and Transport Strategy confirmed that implementing a CPZ would most likely occur following consultation with existing residents. A CPZ for Russell Hill Road, Russell Hill and More Close, where there are currently unrestricted bays, has been included in the Highways Section's programme of work.
- 8.44 Parking overspill can also be mitigated through the provision of a car club. Paragraph 6.46 of The London Plan Policy 6.13 states that: *'The Mayor, through TfL, and working with the London boroughs... will support expansion of car clubs and encourage their use of ultra-low carbon vehicles...Each car club vehicle typically results in eight privately owned vehicles being sold, and members reducing their annual car mileage by more than 25 per cent.'* Further to that, Policy T6.1D 'Residential Parking' of the Draft London Plan states that: *'Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking.'*
- 8.45 This paragraph clearly explains the position of car club bays within the London Plan under its Parking policy. The presence of a car-club bay would offset eight private vehicles, reducing the overspill from all developments to two vehicles. The implementation of the car club have shorter overall implementation time than the CPZ and does not depend on public consultation outcome. Following the implementation of the car club, the overspill from all live and approved permissions on More Close would reduce to 2.5 vehicles, which could easily be accommodated along the existing eight parking spaces on the road.
- 8.46 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance with policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 8.47 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 15 cycle parking space. The proposal would have a cycle store showing capacity of 14 bicycles located to the front of the site along the vehicular access with sliding doors to avoid conflict with passing cars, in addition to stands accommodating four bicycles to the front of the building. The location of the cycle store would be accessible, convenient, close to the entrance of the building and considering the low number of cars using the access ramp, it would be acceptable and in line with the London Cycle Design Standards. The decision notice would include a condition for details of the proposed racks within the store prior to the commencement of the development.
- 8.48 Policy DM13 of the CLP (2018) 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.

- 8.49 The proposal would include a refuse store located to the west of the vehicular access. This store would have a flat roof with a height of 2.4 metres with design and materials that would integrate with the proposed building. Waste collection would take place in a similar location to the existing house, the store shows the appropriate capacity needed for the development. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.50 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

Impact on trees, Flooding and Sustainability

- 8.51 Trees: Policy DM10.8 of the CLP (2018) states that: 'In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form.' Policy DM28 of the CLP (2019) states that the Council will seek to protect and enhance the borough's trees and hedgerows, adding that a condition require replacement of removed trees will be imposed and those replacement trees should meet the requirement of DM10.8.
- 8.52 The application included a BS5837 compliant Arboricultural Report which considered the effect of the proposed development on the local character, from a tree point of view. This report included a method statement to outline the way in which the retained trees, particularly those outside the site and within a proximity to the boundary, would be protected and managed during the demolition and construction processes. The decision notice would include a condition to ensure the development following the methodology of this report and a pre-commencement condition required details of the proposed no-dig systems.
- 8.53 The design aims to respond to the leafy character of the site and the area. The proposal would not remove any trees on site except for a group of trees to the front of the existing building and a tree to the rear at the lower-level garden. These are Category C trees which have low contribution to the landscape.
- 8.54 As per paragraph 8.13 of this report, the setting of the trees under TPO directed the design of the building and its curves. Notwithstanding that, due to the limitation within the site, the parking and the footpath to the rear would sit predominantly within the root protection area (RPA) of existing trees. Additionally, the proposed car-stacker lift would sit within the RPA of two trees.
- 8.55 BS5837:2012 guidance recommends that new permanent hard surfacing should not exceed 20% within an RPA. The proposed footpath would encroach on less than 17% of the notional rooting area of four trees; this percentage along with the use of cellular confinement system would limit the impact of the footpath onto existing trees.
- 8.56 Two of the vehicle parking spaces would encroach on 28% of the rooting area of three trees. To avoid the impact on these trees, the proposal would comprise a suspended surfacing which consists of screw piles installed approximately every

meter and a mesh surface attached leaving a void between the surface and the existing ground level. These piles take up a very small percentage of the overall area, their void allows for moisture and gasses exchange and does not compress the soil limiting the impact on existing trees.

- 8.57 The proposed car stacker lift would encroach 1.3% and 5% of the RPA of T2 and T8 respectively, including the working room of this lift. The marginal percentage of encroachment in addition to the steep gradient of this part of the site, which translates to a small volume of removed soil, would be acceptable.
- 8.58 Accordingly, the encroaching of hardstanding on the RPA of existing trees would not be significant and its impact would be acceptable as per Local Plan Policies DM10.8, DM27 and DM28. The decision notice would include a condition to ensure that the Arboricultural Method Statement submitted would be adhered to and to request site-tailored details of the suspended surfacing prior to the commencement of the development and a condition.
- 8.59 Flooding: The site falls outside areas with risk of flooding and not directly within a surface water flooding zone as per the information provided on the Environmental Agency Flood Map. Policy DM25 of the CLP (2018) states that sustainable 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.
- 8.60 Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) 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.
- 8.61 Policy SP6.3 of the CLP (2018) 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.

Other Matters

- 8.62 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. 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 area, such as local schools.

Conclusions

- 8.63 The provision of nine 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.
- 8.64 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.

- 8.65 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 8.66 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 8.67 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.