

PART 5: Planning Applications for Decision

Item 5.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/04564/FUL
 Location: 1 More Close, Purley, CR8 2JN
 Ward: Purley and Woodcote
 Description: 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 play space and soft and hard landscaping as well as cycle and refuse storage.
 Drawing Nos: 6705-PL01 Rev G, 6705-PL06, 6704-S1, 6705-PL02 Rev H, 6705-PL03 Rev G, 6705-PL04 Rev A, 6705-PL05 Rev B, Site Location Plan, MD/1909018 and 2019/5013/002 Rev B.
 Applicant: C/O Agent
 Agent: Howard Fairbairn MHK
 Case Officer: Karim Badawi

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

All units would be allocated for private sales.

| Number of car parking spaces | Number of cycle parking spaces |
|------------------------------|--------------------------------|
| 6 | 16 |

1.1 This application is being reported to Planning Committee following a referral from Councillor Oviri. Officers note that only 9 letters, out of total 18, were received prior to the end of the second 21 days consultation period.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:

- a) 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) Monitoring fee; and
- e) And any other planning obligations considered necessary.

- 2.2 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

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 to be submitted for approval;
4. Detailed elevational drawings (Scale 1:10) showing window reveals;
5. Details of soft and hard landscaping including: retaining walls, boundary treatment, replacement trees and pathway between car parking areas;
6. Details of biodiversity enhancement;
7. Full details of cycle storage to be submitted for approval;
8. Construction Method Statement / Construction Logistics Plan to be submitted;
9. SuDS condition;

Pre-Occupation Conditions

10. Car parking provided as specified;
11. Details of electric vehicle charging point to be submitted;
12. Refuse/cycle parking provided as specified;

Compliance Conditions

13. Accessible homes for ground floor units;
14. Visibility splays as approved;
15. Accordance with Arboriculture Method Statement;
16. Energy and Water efficiency;
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. Light pollution;
4. Requirement for ultra-low NOx boilers;
5. Nesting birds in buildings;
6. LLFA notes on the submitted Flood Risk Assessment; and
7. 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 three-storeys flatted corner block and a single-storey extension. The building would have three flats on each floor with a total of 9 flats (2x 1-bed, 6 x 2-bed and 1 x 3-bed). The proposed six parking spaces would sit on both street frontages and would include one accessible parking space.

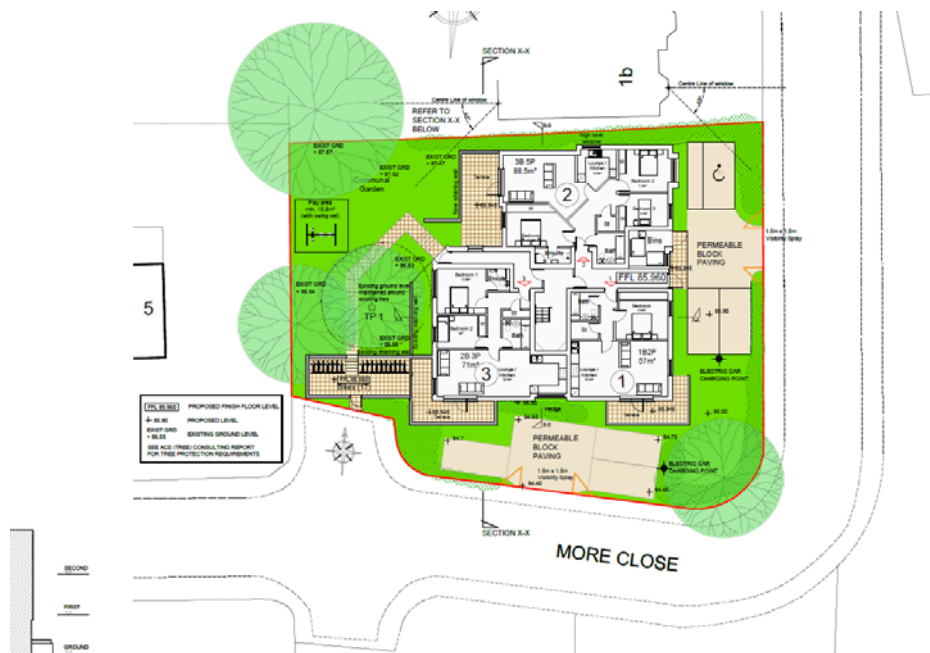


Fig. 1:
Proposed
Site Plan



Fig. 2:
Proposed
Main (east)
Elevation.

3.2 Amended plans were received following comprising the following:

- Setting in the north elevation to suit the topographical survey;
- Moving windows on the side elevation to avoid potential felling of the TPO tree;
- Relocating one parking bay and improving rear access corridor;
- Increasing the private amenity of Flat 1; and
- Clarifying the visibility splays of the proposed vehicular entrances.

Site and Surroundings

- 3.3 The application relates to a corner site, on the bend, to the northwest of More Close with a total surface area of 941 sq. the site has a descending slope from north to south with an overall height difference of 2.3 metres. The existing building is two-storey flat roof, its first-floor comprises wood cladding and a large area of overhang around the corner.
- 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 a controlled parking zone, outside a low and medium flood risk zones and has two trees under TPO (143) in the rear garden which comprises heavy boundary vegetation and flat lawns.



Fig. 3: Aerial view of the site

Planning History

- 3.6 The site has the following planning history, including pre-application submission prior to this application.
- 01/01158/P - Erection of side extension to existing garage. – Granted 27/06/2001
 - 19/02432/PRE - Proposed demolition of the existing house and erection of a new block of flats comprising 9no. flats. – Closed 25/07/2019.

3.7 Members should be aware of planning permissions in the surrounding area detailed below and arranged as per proximity to the site:

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.

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.

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

4 More Close:

- 19/04564/FUL– Construction of a part-three-/ part-four-storey building to accommodate nine flats, a new vehicular access and parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse. - Under Consideration.

6 More Close:

- 19/05032/FUL– Construction of two interlinked blocks to accommodate 9 flats (3 x 1-bed, 3 x 2-bed and 3 x 3-bed) with associated 7 car parking spaces, refuse store and cycle store facilities; following demolition of existing dwellinghouse. – 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 under the terms of s.106 agreement.

- Trees and sustainability aspects have been properly assessed and the development's impact would be controlled through planning obligations and planning conditions.

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 17 letters of notification to neighbouring properties in the vicinity of the application site across two consultation exercises following the receipt of amended information. 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: 18 Objecting: 17 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 paragraphs 8.2 to 8.9</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 proposal was an overdevelopment. 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. |
| 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. |

| | |
|---|---|
| One-, and two-bedroom can be amalgamated to produce three-bedroom flats | The planning application is minded with the presented proposal. The development would provide the required family units for its scale as per Croydon Local Plan (2018). |
| <i>Design Full assessment within paragraphs 8.10 to 8.16</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 flat roof is similar to existing building and the proposal would match the approved planning permission at No.2 More Close. |
| Glass balconies are dominant in the elevations. | Glass balconies are similar to those approved at No.2 More Close. Nonetheless, they do not form a significant portion of the materials pallet of the elevations. |
| External refuse store is highly visible and not integral | The final plans have an integral refuse store within the building. |
| 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>Neighbour Amenity Full assessment within paragraphs 8.27 to 8.34.</i> | |
| Overlooking onto neighbouring properties | Side windows would all be high-level and the balconies would have a privacy screen with a height of 1.8 metres. |
| Proposal would directly look into No.7 More Close | The application site and No.7 are separated by No. 5 More Close and direct looking into these internal spaces would not be highly likely by the development. |
| <i>Traffic & Parking Full assessment within paragraphs 8.35 to 8.47</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. | The proposal would include six car parking spaces. The planning permission would include s.106 obligations to avoid impact on parking in the area. |
| Parking spaces around the corner with the tree impacting their visibility splay | |
| <i>Other matters</i> | |
| Loss of Trees | The proposed removal of two trees and part of a hedge would be acceptable. Full assessment within paragraphs 8.48 to 8.51. |
| 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. | Application site is not bordering No.7 More Close. |
| Development in the close is changing its social structure. | This proposal and others in the close are small size intensification schemes which are in line with the local adopted planning policies. |

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

- The contemporary design is totally out of character for this area and does not respect the appearance of surrounding properties
- High density/over development of the site with a significant loss of garden land
- The block of flats are significantly larger at three storeys than those either side of this proposed development and will dominate the street-scene
- There will be a loss of privacy for the nearby neighbours as they will now be overlooked by this block of flats.
- Additional noise will be created by this development which will be detrimental to the existing residents
- There is no lift is proposed for this property. This means that access to the development is only available via stairs and therefore:
 - a. Disabled people will not be able to occupy any of the proposed nine flats, and
 - b. Visitors who are disabled will not be able to call on/visit friends living in any of the other eight flats. This is shameful and against the spirit if not the law of the Disability Discrimination Act.

6.4 One comment supported the proposal as it would provide sufficient car parking spaces and the exterior design would compliment and enhance the existing built environment.

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

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 Emerging New London Plan

7.9 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.

7.10 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.

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

8.0 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The principal issues of this particular application relate to:

- A. The Principle of the Development
- B. The Design of the Proposal and its Impact on the Character of the Area
- C. The Quality of the Proposed Residential Accommodation
- D. Impact on Neighbouring Amenity
- E. Impact on Highways, Parking and Refuse Provision
- F. Impacts on Trees and Ecology
- G. Sustainability and Flooding
- H. Other matters

The Principle of Development

- 8.2 Proposed Land Use: 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.
- 8.3 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 7.8 above
- 8.4 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of flatted block with a maximum of three-storey height; it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.5 Unit Mix: Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. The proposal would have 67% of the overall mix of accommodation as two-bedroom/four-person and bigger, which would exceed the strategic target and would ensure a choice of homes of different sizes is available in the borough.

- 8.6 Loss of Existing Land Use: 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 two three-bedroom dwellings following the demolition of one family home with an existing area of 190 sq. accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sq. and the proposal would be acceptable.
- 8.7 Density: 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 0.09 ha and the proposal would have a density of 96.6 u/ha and 279 hr/ha. Officers note the increased density when compared to the London matrix. However, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility to support higher density schemes (beyond the density range) where they are acceptable in all other regards such as design, quality of proposed accommodation and impact on neighbouring amenity and traffic. As per the below assessment, these considerations would be deemed acceptable; accordingly, the density of the proposal would be acceptable in this instance.
- 8.8 Affordable Housing: The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 8.9 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

- 8.10 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.
- 8.11 The proposed layout would follow the existing building line and match that of No.1A More Close. It would surpass No.5's; however, considering the corner location of the site, it would be acceptable particularly as the front building line along the road is characterised by a general guide rather than a hard line due to the curves in the road and the protruding elements for some of the houses. The location of the car parking spaces along the frontages would follow the open front garden character of the area. Their division would reduce the vehicle dominant appearance onto the frontages especially as they would sit behind hedges with a boundary treatment fit for the existing and emerging townscape in the close.
- 8.12 The proposed layout would use the existing garden space as a communal amenity area which would maintain its privacy of the road behind the proposed cycle stores. The proposal would also retain the entrance location to the east which would be acceptable. At present, the layout would make the south car park users go onto the footway to get the main access; this could easily be rectified and the decision notice would include a pre-commencement condition for

landscaping and specify the provision of an onsite pathway to link both car parking areas.

- 8.13 The topography descends to its lowest at the corner point of the site and along the south elevation; this would result in the perception of the building to have a bigger mass and bulk along the south elevation. However, this bulk would not appear excessive as the building's maximum height would sit at three-storeys. The cycle store would extend the brickwork along the south elevation but would be acceptable due to its single-storey height. Overall the design is considered to respond well to its corner location.
- 8.14 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 character of the area. In relation to More Close, the vast majority of properties are two storeys, often with roofs which come down to ground floor over a garage; in addition to a mix of styles, some properties are two storey detached houses with pitched roofs and indeed the existing building on site is a detached two-storey building with a flat roof. Therefore, whilst a number of the approved schemes and schemes currently under consideration for More Close are taking a different approach to appearance, a varied appearance is already present in the area. While 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 proposed developments in the area would unlikely have a significantly detrimental cumulative impact on its character.
- 8.15 This particular proposal would have a contemporary approach with flat roofs which would appear in form and massing similar to the existing building and the proposed approved development at Nos. 2 & 3 More Close. The proposed materials would fit with its context, the facing brick would be similar to that on the existing building and the bronze cladding would respond to the dark wood cladding on the existing building.



Fig 4. Comparison between the proposal on the left and approved proposal at No. 3 More Close on the right.

- 8.16 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 arrangement. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).

The Quality of the Proposed Residential Accommodation

- 8.17 Internal Areas: 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.
- 8.18 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015). Despite the unconventional angled-layout for some of the units, all the internal rooms would have an appropriate ventilation and size respective to the number of the end-users.
- 8.19 The proposed internal layout for the building would provide a legible development with a single entrance to the main corridor which would lead to the rear communal amenity and provide a secondary link to the cycle store. The layout would also result in providing a dual aspect to all proposed units, albeit some of this secondary aspect would be obscurely glazed to the north and west elevations. The decision notice would include a condition for restricted opening to the side windows to ensure each habitable room would have appropriate ventilation and for the provision through ventilation across all flats.
- 8.20 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.21 Accessibility: Policy D5 of the Draft London Plan paragraph 3.5.6 states that *'in exceptional circumstances, the provision of a lift to dwelling entrances may not be achievable. In the following circumstances and in blocks of four storeys or less, it may be necessary to apply some flexibility in the application of this policy'*; this echoes Policy 3.8 of The London Plan, paragraph 3.48A.
- 8.22 The proposal would have three-storeys internally and the lack of a lift would be acceptable in this instance. The ground-floor units would have step-free access from the car park and street levels. The rear communal area would sit at a level higher than the building by 1.1 metres and would not be levelled access for the wheelchair future occupier. However, the amenity spaces for the M4 (3) units would be generous, at 20sqm, with extended views as it would open up onto the communal area which would be acceptable.
- 8.23 Amenity Areas: 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 for private open space.
- 8.24 All units would have private balconies as per policy requirements, with at least one side of the L-shaped balconies, exceeding the width of 1.5 metres which would be acceptable.
- 8.25 Furthermore, the proposed units would have access to communal amenity with an approximate surface area of 176 sq. which would be sufficient to hold the required 12.4 sq. of children playspace along with sufficient space of semi-private retreat.
- 8.26 In summary, the proposal would provide adequate, suitable 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

8.27 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.

8.28 The site borders No.1A to the north and No.5 to the west.



Fig. 5 : Site's adjoining properties.

8.29 No.1B More Close: This property falls on the shared north boundary of the site and the land-level changes which puts this property at a higher level than the application site. This property does not have any clear side windows overlooking the site. The proposed building would sit along its rear building line and along the line of the front nearest bay window. Accordingly, the proposal would not raise any overbearing impact or loss of light to the internal areas of this property.

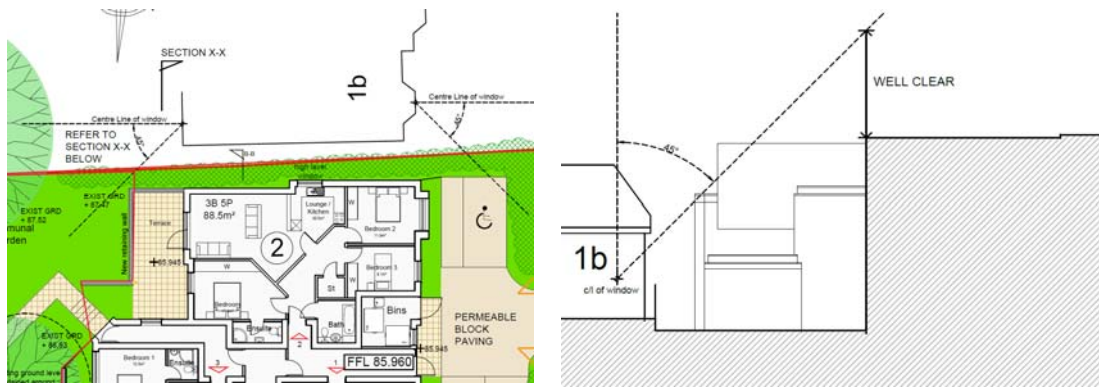


Fig. 6 : Relationship of Proposed Building with Neighbouring Property No. 1b More Close.

- 8.30 The proposed balconies to the rear would have a privacy screen to the north elevation, these screens would restrict any views down the garden of the proposed development to prevent overlooking onto the rear private amenity of No.1b.
- 8.31 No.5 More Close: this property sits to along the west boundary of the site. The proposed building would sit at a distance of 20.36 metres from the side of this property which does not have any side windows overlooking the site. This separation distance would not result in significant impact onto No.5 in terms of overbearing and loss of sun and daylight.
- 8.32 Officers note the presence of balconies overlooking No.5. These balconies would sit 25 metres from the rear area of No.5 which is the area protected by policy from direct overlooking. Additionally, No. 5 appears to make good use of a garden to its side, adjacent to the application site. However, while this side area would be closer than 22 metres, is not currently private and visible from the street. On balance, the proposed and existing landscape screening, overlooking the impact on this property would be acceptable.

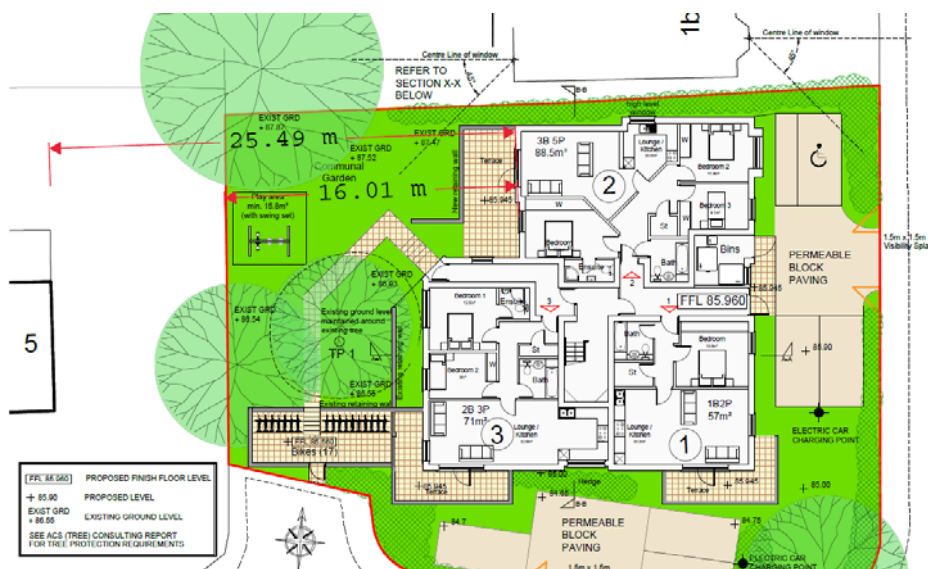


Fig. 7 : Relationship of Proposed Building with Neighbouring Property No. 5 More Close with measurements taken from the location of the outer edge of upper floor balconies.

- 8.33 No.5 More Close has a live application for the development of a block of flats on site. The proposed building at No.1 would sit at a distance of 15 metres to the

side of this block of flats; this would exceed the Suburban Design Guide SPD2 guidance for 12 metres between new-to-new buildings and would be acceptable.

- 8.34 Considering the above, the proposal took careful consideration to avoid significant impact onto the existing and proposed amenity of No. 1b and the existing and proposed buildings at No.5. As such, the proposal would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

Impact on Highways, Parking and Refuse Provision

- 8.35 Vehicle Parking: The site falls within PTAL 3, it has an existing crossover. The proposal would comprise three vehicle parking spaces along the north arm of More Close and three vehicle parking spaces along the south arm of More Close. Each set of parking would have its dedicated entrance with the north arm parking area maintaining the existing crossover on site. The south area parking area would have a new crossover at a distance of 15.4 metres from the corner of the highway which would allow for appropriate visibility splays to ensure pedestrian and vehicular safety in the area.
- 8.36 The proposed parking provision would be six spaces for nine units at a ratio of 0.67. The Draft London Plan states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. Accordingly, the proposal would fall short by one space than the DLP standards and three spaces less than 1:1 provision.
- 8.37 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces onto Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.38 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 flats 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.
- 8.39 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.
- 8.40 Highways and Transport Strategy confirmed that implementing a CPZ would most likely occur following consultation with existing residents or using the powers given to the Council. A CPZ for Russell Hill Road, Russell Hill and More Close, where there are currently unrestricted bays, will go on Highways programme for March of 2021 for start of consultation with locals and planned implementation in 2021/2022. The CPZ would be beneficial to these residents and would retain their rights to on-street parking and would exclude these rights from all future residents within More Close and Russell Hill and Russell Hill Road.
- 8.41 A second strategy to overcome parking overspill concern would be the extension of car-club schemes onto the close. 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.'*
- 8.42 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.
- 8.43 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 to 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.
- 8.44 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 16 cycle parking space. The proposal would have a cycle store showing capacity of 17 bicycles located to the rear (west) of the site with a direct street access. The decision notice would include a condition requesting details of the proposed cycle parking layout and manufacturer for the stands prior to occupation.
- 8.45 Waste Management: 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.

- 8.46 The proposal would include a refuse store located to the east of the proposed building adjacent to the main building's entrance. This store would accommodate sufficient bins for the required capacity of the development. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.47 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 and Ecology

- 8.48 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.
- 8.49 The application included a BS5837 compliant Arboricultural Assessment 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 inside and outside the site 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.
- 8.50 The report also explained that the root protection area for the TPO tree would not be affected by the development as the existing retaining walls truncated the normal circular growth of the roots. The development would maintain and not pass this retaining wall, thus having no impact on the TPO tree.
- 8.51 This report identified three moderate Category B trees and three category C trees, group of trees and hedges and one U Category tree across the site. The proposal would remove the identified category U tree; in addition to a Sycamore tree and part of the existing ash group (both Category C) along the south elevation to accommodate the new vehicular access. This would be acceptable, the decision notice would include a landscape condition specifying a minimum of two trees and a hedge would be planted on site in line with Policy DM28.
- 8.52 The site falls outside ecological designated areas, Policy DM27 of the Croydon Local Plan (2018) states that '*To enhance biodiversity across the borough and improve access to nature, development proposals should incorporate biodiversity on development sites to enhance local flora and fauna and aid pollination locally;*' The decision notice would include a condition to implement biodiversity enhancements within the development in accordance with policy.

Sustainability and Flooding

- 8.53 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. Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved.
- 8.54 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.
- 8.55 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.
- 8.56 The submitted Design and Access Statement included a section regarding flood risk assessment. This brief section concluded that the site falls within a low surface water flood risk zone and that permeable paving would be proposed therefore the risk is reduced further, in addition to paving slabs would drain the water to the surrounding soft beds.
- 8.57 The decision notice would include conditions for detailed Sustainable Urban Drainage Strategy to be agreed prior to the commencement of the development on site. This would ensure lack of impact resulting from the development onto nearby sites as well as suitable water discharge onsite.

Other Matters

- 8.58 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.

9.0 CONCLUSIONS

- 9.1 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.
- 9.2 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.
- 9.3 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.

- 9.4 In addition, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 9.5 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.