

**PART 5: Planning Applications for Decision**

**Item 5.4**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05032/FUL  
 Location: 6 More Close, Purley, CR8 2JN  
 Ward: Purley and Woodcote  
 Description: Demolition of existing dwellinghouse and the construction of two interlinked blocks to accommodate 9 flats with associated 7 car parking spaces, refuse store and cycle store facilities.  
 Drawing Nos: E000, E001, E009, E010, E011, E012, E030 Rev A, E031, P001 Rev D, P007 Rev B, P008 Rev B, P009 Rev B, P010 Rev C, P011 Rev B, P012 Rev B, P013 Rev B, P014 Rev D, P030 Rev E, P031 Rev D, P032 Rev A, P033, P040 Rev C, P041 Rev D, P042 Rev C.  
 Applicant: Mr Carlo Navato – Haxted  
 Agent: Mr Murrey Kerr – Denizen Works  
 Case Officer: Karim Badawi

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

*All units would be allocated for private sales.*

Number of car parking spaces	Number of cycle parking spaces
4	18

1.1 This application is being reported to Planning Committee following receipt of a referral from a Ward Councillor (Councillor Quadir). 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) Securing the architectural team during the development of the proposal;
- f) Monitoring fee; and
- g) 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. Arboricultural Impact Assessment and Tree Protection Plan in accordance with BS5837;
4. Details and samples of materials including sample boards of all facing materials, fenestrations and finishes to be submitted for approval;
5. Details of hard and soft landscaping to the communal area including; landscape plan with tree planting to the front and rear of the site, hard and soft landscaping palettes, boundary treatments, retaining walls, lighting and furniture.
6. SuDs details across the site in conjunction with the landscape strategy;
7. Demolition and Construction Method Statement / Demolition and Construction Logistics Plan to be submitted for approval;
8. Details of vehicular and pedestrian visibility splays and EVCP installation;
9. Details of internal configuration to the cycle store and the bin stores;
10. Biodiversity enhancement layout.

#### **Pre-Occupation Conditions**

11. Secured by design;

#### **Compliance Conditions**

12. Accessible homes;
13. Upper floor side windows made obscure;
14. Car Parking laid out including EVCP as approved;
15. Cycle store laid out as approved;
16. Refuse store laid out as approved;
17. Action in accordance with ecological appraisal recommendations;
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 building comprises two separate blocks connected with the stair core. Both blocks would have three floors internally but would sit on ground platforms of different height resulting in the east block appearing higher than the west block in the streetscene. The site plan would include two separate pairs of four perpendicular parking spaces to the front, a cycle and bin store to the front and a stepped communal amenity to the rear.



Fig. 1: Site Plan / Lower Ground Floor Plan



*Fig. 2: CGI for the front view*



*Fig. 3: CGI for the rear view*



3.2 Amended plans were received which comprised:

- Changing the proposed parking from seven to four spaces;
- Changing the proposed main material from white render to red brick;
- Enlarging the cycle store and the bin stores;
- Amendments to the site layout to improve the quality of internal and external spaces; and
- Further information / detailed drawings to the proposal.

### **Site and Surroundings**

3.3 The application relates to a quadrilateral site to the south side of More Close with a total area of 0.09 hectares. The site comprises a two-storey detached dwellinghouse and borders No. 4 to the east and No.8 to the west. Half of the rear boundary of the site runs along No.4's private garden and the other half have a shared boundary with No.8 Foxley Lane (Reynard court). The site has a steep gradient, descending from street level; the house sits 1.5 metres below the street and the site descend approximately 3.5 meters from the front to the farthest rear corner. The ground then continues to fall away to Foxley Lane with a severe drop along the shard rear boundaries of properties along More Close.



*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, on the boundary of a low surface water flood risk zone and is has TPO (7,1972) Protecting a mature Lime tree situated within 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. Members should be aware that the application followed pre-application discussions with the Local Planning Authority reference 19/02720/PRE for a similar proposal.
- 3.7 Members should also be aware of planning history in the surrounding area detailed below and arranged as per proximity to the site:

#### **4 More Close:**

19/04478/FUL: Construction of a part-three-/ part-four-storey building to accommodate nine flats, 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. – *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.*

#### **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*

#### **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.*

#### **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. – *Refused 29.05.2020*

1A Russell Hill: (at the beginning of the close to the front of No.2 More Close)

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 60 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: 14                      Supporting: 0

Comment: 1

6.2 The table 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>	
The proposal wouldn't have 30% as three-bedroom or more.	Incorrect objection, the building would have 30% of the mix as three-bedroom flats.
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 of More Close due to the number of developments within its boundaries.	Richard: I don't know what to say to this one. Most of the developments are not presenting significant overdevelopment on their own merits, the Council is taking certain measures to overcome impact on traffic, loss of single family dwelling is mitigated by providing family-sized units with direct access to rear gardens/large private amenity areas.
Existing properties should be kept for future families instead of losing them to flatted blocks.	The sale of private properties is a matter for their landlords. Officers are only concerned with the proposal submitted within the application.
Purley is saturated with flats and proposed units are not needed.	The Council has a housing target which is yet to be met.
Proposed flats are luxury flats and not addressing social housing.	Proposal is not obliged to provide social housing according to policies.
Proposal increase above 100% in size than existing building.	The proposal would have a different typology to existing building and should not be comparable in size.
<b><i>Design Full assessment within Section 8B of this report.</i></b>	
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.
Refuse store is not visually discreet	The bin store forms part of the retaining walls and the building fabric even though it is external.
Three-storey building is higher than any other building in the street	The proposed height is recommended within our Croydon Local Plan (2018) for intensification development. Furthermore, the street have a number of intensification developments with three and four storey height.
The proposed rear projections is complicated appearance.	The rear projection would fit with the overall form of the building.
<b><i>Impact on Amenity Full assessment within Section 8C&amp;8D of this report.</i></b>	
High number of balconies and windows overlooking adjoining properties	Balconies would have solid walls to the side restricting their viewing angle and windows would mimic a normal urban relationship.
Proposed size will block sun/daylight to neighbouring properties.	The scale of the building would not cause significant loss to sun/daylight to adjoining properties.
3-bed/5-persons unit would not adhere to natural	This unit would get sufficient light as per BRE policies.



lighting as it would be sitting in the hill.	
<i>Traffic &amp; 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.
Proposed units would not be sellable.	Not a planning consideration.

6.3 Councillor Badsha Quadir referred the planning application to the Planning Committee citing the following concerns:

- The proposed development is not in keeping within the characteristics of the local area.
- Loss of privacy for the adjoining properties due to windows and balconies overlooking the property.
- Proposed parking is on a corner and hence provides a potential safety hazard.

6.4 Purley and Woodcote Residents Association raised the following objection points:

- It is massively oversized in the context of the character of the local area and compared with its immediate neighbours on either side.
- There are already a number of other developments proposed for this small quiet residential cul-de-sac. The cumulative impact of yet another such development would be hugely damaging to the appearance and character of the road.
- The street scene, particularly as viewed from the houses on the other higher side of the road, and compared with their current open view down into and across the valley, would be severely compromised.

## **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

### Emerging 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.

## 7.6 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.

## 8.0 MATERIAL PLANNING CONSIDERATIONS

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

- A. The Principle of the Development
- B. Impact of the development on the character and appearance 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, Flooding and Sustainability
- G. 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. The proposed mix would have 33% as three-bedroom units and would be in accordance with policy.
- 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 sqm. The proposal would provide three three-bedroom dwellings following the demolition of one four-bedroom family home with an existing area

of 177.5 sqm; accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sqm 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 0.09 ha and the proposal would have a density of 100 u/ha and 300 hr/ha. Officers note the marginal increased habitable room 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.
- 8.7 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.
- 8.10 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 palette. 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.
- 8.11 Site Layout: The proposed layout would work with the site's topography resulting in breaking the building's mass into two blocks. The front open character of the street would be retained by the open parking area with front landscaping, plus maintaining the building line of the existing blocks. Amendments received during the course of the planning application ensured that the forecourt would not be dominated by parking or a long dropped kerb. The proposed refuse store 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's retaining



walls and boundary walls and would appear as a unified form when viewed from the main road.

- 8.12 The buildings are laid out generally following the front building line of the Close and with landscaping to the sides and rear, including communal amenity. The staircore allows a visual break and for the development to read as two separate buildings. Whilst they are closer together than is the norm on the Close, some of the existing buildings are of a similar separation distance and this is not in layout terms a significant departure from the character of the area.



Fig. 5: Proposed Site Plan

- 8.13 Massing and Height: The proposal is designed as two villas linked by a central recessed visually lightweight staircore. The design as two separate buildings allows the height to step down responding to the topography and breaking down their massing. The taller building is three storeys at the front, but with the ground floor set at a semi-subterranean level. The lower building is also three storeys although set at a lower level. As such both buildings read as two and a half storey buildings and are an appropriate response to the policy position in DM10 of buildings being three storeys whilst responding to the character of the area.

- 8.14 The central stairwell would be a lightweight structure which is recessed and breaks down the massing of the building. The width of the individual parts of the building is appropriate and less than some buildings in the area and they two parts have different horizontal fenestration lines which also break it up. As such, whilst it is a three storey building which taken together is quite wide, the massing has been successfully broken down in its visual appearance.

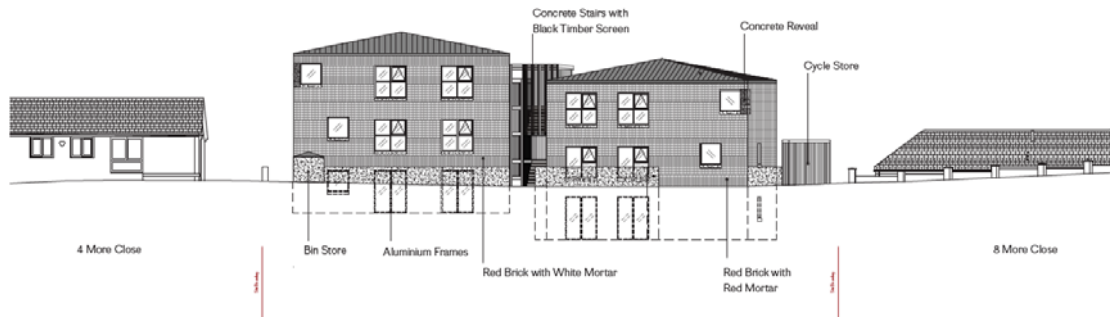


Fig.5: The proposed building within the existing streetscene.



Fig.6: The proposed streetscene with the proposed building at No.4.

- 8.15 Further to the above, the appearance of the building to the rear would not be excessively large with one additional floor height. An appearance of additional height to the rear is part of the character of this side of the close due to the natural topography.
- 8.16 Architectural Expression: The proposed contemporary reinterpretation of the proposal would be acceptable and in line with the SPD2 Suburban Design Guide paragraph 2.8.3 which states that “Schemes should use unique solutions that respond to the context of the site through contemporary use of form, materiality and detailing. This may be different from the predominant local character, but must respect existing character and not create any negative impacts on it, and will only be acceptable where there is a demonstration of high-quality design in the proposal”.
- 8.17 The proposed building has taken a contemporary reinterpretation to a villa such as the one currently found on the site. It has taken cues from the local area such as the fenestration shape and ratios and the brick colour and a pitched roof. It successfully mixes these with modern elements. The shallow roof pitch would result in the roof not being particularly visible from streetlevel. The proposal also uses boxed in gutters at the roof and windows are almost flush with the brickwork. This results in a modern refined appearance of a simple façade which is a contemporary reinterpretation of common features found on housing in the local area. Whilst such an approach could look quite stark, in this instance it is relieved by the different brick colours between the two parts of the building and exposed concrete lintels to the windows and exposed concrete detailing with a scallop shell motif which responds to detailing found in the local area. . Officers note that the proposed contemporary design would benefit from retaining the architectural team to ensure the quality of the end product would not be compromised, particularly due to the specific proposed details of built form, materials. The Section 106 Agreement would include a term to that effect.

- 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 of the building would follow the essence of materials, roof form and buildings' ratio in the context 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).
- 8.19 Cumulative Impact: 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.

#### The Quality of the Proposed Residential Accommodation

- 8.20 Internal Spaces: 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. All proposed units would achieve and/or exceed their respective standard sizes as per policy and would be acceptable.
- 8.21 The separation of the building into two villas and the site's topography resulted in having half-a-floor difference across the development. Subsequently, the internal layout would have most individual units on their own individual floors. This results in all units having triple and dual aspects with adequate levels of sun and daylight which would be acceptable.
- 8.22 The proposed layout would also utilise the topography to separate public, communal and private spaces across the site; providing sense of privacy and ownership for future occupiers. Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.23 Accessibility: The proposal would have an entrance level three-bed M4(3) unit designed to be at an access level with the pavement, off a covered entrance way, clear from the landing. Furthermore, the width of the main pathway entrance to the building is 1580mm at its narrowest point which would be compliant with wheelchair visit-able dwellings and measures have been put in place in the communal areas to make them easier for people with limited mobility.

Considering the overall height and the scale of the scheme, a lift would not be required and the proposal would be acceptable as it has taken measures to make the building as accessible as reasonably possible.

- 8.24 Amenity Spaces: 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.
- 8.25 The proposal would have private amenity areas to each units exceeding their policy requirements. The lower-ground units which would have a dipped balconies to the north would have an additional balcony to the south. Furthermore, the proposed units would have access to rear communal amenity spaces, the upper-level space would have an area of 24 sqm and the lower-level space would have an area of approximately 412 sqm.
- 8.26 PlaySpace: The development would yield approximately 8 sqm. of children playspace according to table 6.2 of the Croydon Local Plan (2018). The proposed children playspace would sit within the communal garden area and the decision notice would include a condition requesting details of this playspace including play equipment and its boundary treatment.
- 8.27 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.

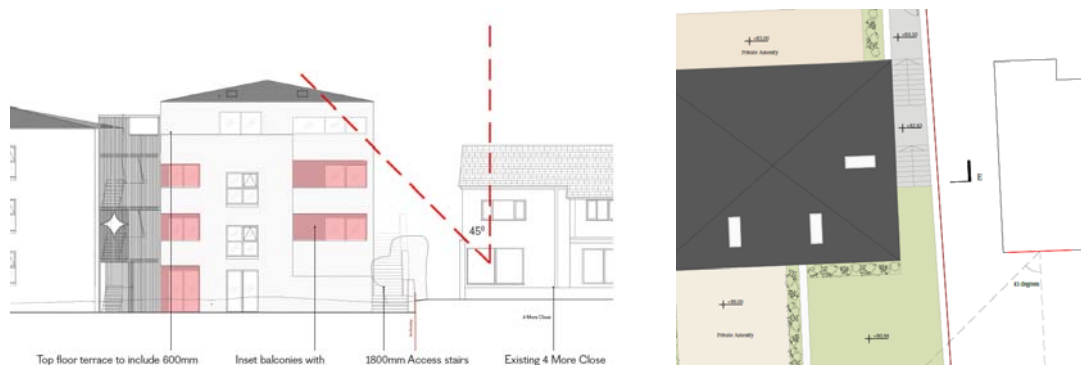
### The Impact on Neighbouring Amenity



Fig.7: The site's and neighbouring properties



- 8.28 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.
- 8.29 No.4 More Close: The proposed main building would align with the front and rear building lines of No.4 which has similar land levels to the application site. Officers note the presence of a side window overlooking the site; however, the location of this window closer to the front indicates its secondary nature to the upper-floor front room. Accordingly, 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 as per figure 8 below.



*Fig.8: The 45° line from adjoining existing rear windows at No.4.*

- 8.30 Furthermore, the proposed windows overlooking No.4 would all be secondary and would be made obscure by condition. The balconies close to this boundary would have side walls restricting their views from the private garden of the existing property at No.4.
- 8.31 No.4 has a live planning application reference 19/04478/FUL. The application's proposal would sit behind the rear building line of the proposed development at No.4 and would have similar overall height. 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.
- 8.32 No.8 More Close: The proposal would sit at a distance of over 10 metres from the side wall of this property and would almost align with its front and rear building lines; additionally, this property does not have any side windows facing onto the application site.
- 8.33 Property No.8 is angled away from the proposed building, the combined factors of separation distance, angle of the buildings and front and rear buildings would result in the proposal not encroaching on the 45° lines of this neighbouring property as per figure 9 below.



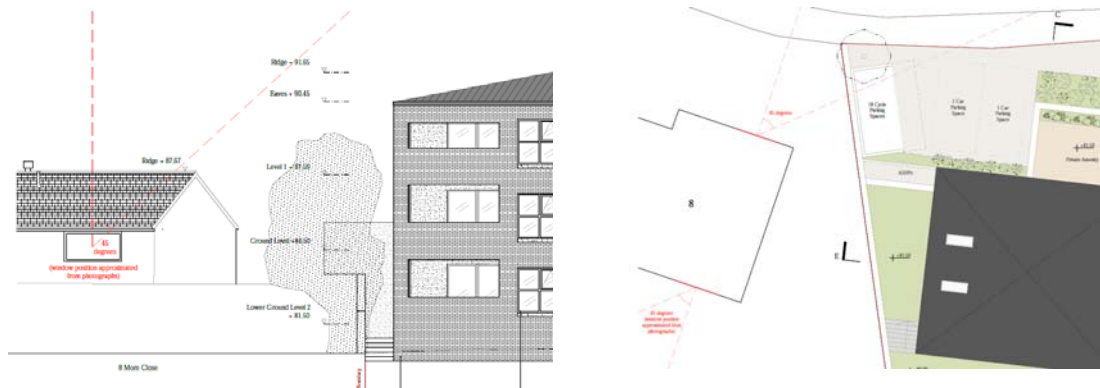


Fig.9: The 45° line from adjoining property No.8.

- 8.34 **No.8 Foxley Lane:** This property sits to the south of the rear boundary of the application site at a distance over than 25 metres to the shared boundary and at land level almost 4 metres below the most rear plateau of the building. This distance and topography change would be sufficient to eradicate any concerns with overbearing, loss of light, impact on privacy to this adjoining block of flats.
- 8.35 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

- 8.36 The application went through some amendments and the final parking strategy was four car parking spaces at the front, in two sets of perpendicular parking to the street including one disable car parking space.
- 8.37 **Vehicle Parking:** The site falls within PTAL 3, 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. The proposed parking provision would be four spaces for nine units; accordingly, the proposal would fall short by two space than the DLP standards and five spaces less that 1:1 provision which the council would aspire to have in this location.
- 8.38 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.
- 8.39 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.
- 8.40 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.

8.41 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.

8.42 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.'*

8.43 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.

8.44 In addition to all above, the proposal would have six parking spaces for nine units with an overspill of one vehicle onto nearby streets. As such, the combined factors of proposed provision, two strategies through legal and financial obligations would deem the proposal acceptable and not significantly impacting the parking in the area in accordance with DM30.

8.45 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.

8.46 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 18 bicycles located to the front of the site with sliding doors to avoid conflict with nearby parking space. The latest amendments proposed for 2.6 metres internal height to allow for 16 spaces along two-tier racks and 2 Sheffield stands and appropriate clearance distance for access to racks within the store. The location of the cycle store would be accessible, convenient, close to the entrance which would be acceptable. The decision notice would include a condition for details of the proposed racks within the store to ensure that the proposal would be in line with the London Cycle Design Standards, prior to the commencement of the development.

- 8.47 Refuse: 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.
- 8.48 The proposal would include a refuse store located to the front west corner of the site. This store would be covered with wood panels similar to the staircase and the cycle store with an overall height of 1.5 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 amended store show the appropriate capacity needed for the development. The store would have lift-table hatches through the roof for residents' access and side doors for contractors' access. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.49 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

- 8.50 Trees: The site has TPO (7, 1972) protecting a mature Lime tree situated within the rear garden which comprises heavy boundary vegetation and flat lawns. The tree sits within an acceptable distance from the proposed building and the decision notice would include a pre-commencement condition for and Arboricultural Impact Assessment and a tree protection plan to ensure the development to the front of the site would not adversely impact the existing trees on site. The decision notice would also include a condition for landscaping design including tree planting to the front of the building to overcome the extreme hardstanding appearance of the development.
- 8.51 Ecology: The application included a preliminary ecology report which gave sufficient ecological information to demonstrate compliance with the Council's statutory duties including its biodiversity duty under s40 NERC Act 2006. The conclusions and recommendations within this report would minimize the impact of the proposal. The decision notice would include conditions to ensure these enhancement and mitigation recommendations would be followed.

- 8.52 *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.
- 8.53 *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. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.
- 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.

#### Other Matters

- 8.55 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, 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.
- 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.