

PART 6: Planning Applications for Decision**Item 6.1****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/00404/OUT
 Location: 5 More Close, Purley CR8 2JN
 Ward: Purley and Woodcote
 Description: 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 associated vehicle and cycle parking, and refuse provision; following demolition of existing dwelling.
 Drawing Nos: 275-D-00; 275-D-000, 275-D-02, 275-D-04, 275-D-05, 275-D-06, 275-D-07, 275-D-08, 275-D-09, 275-D-10, 275-D-11, 275-D-12, 275-D-13.
 Applicant: South East Living Group
 Agent: N/A
 Case Officer: Karim Badawi

	2B 4P	3B 5P	Total
Existing Provision		1	1
Proposed Provision	7	2	9

All units would be allocated for private sales.

Number of car parking spaces	Number of cycle parking spaces
4	17

- 1.1 This application is being reported to Planning Committee because the number of objections letters received is above the threshold in the Committee Consideration Criteria.

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 financial contribution of £13,500 for sustainable transport improvements, parking control review and enhancements;
 - 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
 - Restricting residential parking permit for future occupiers of the development;
 - Monitoring fee; and
 - 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. Development begun no later than two years from the final approval of reserved matters;
2. Application for approval of reserved matters to be made within 3 years of date of permission;
3. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions;
4. Approval of reserved matters (Appearance, Landscaping and Scale) prior to any development on site.

Pre-Commencement Conditions

5. If not agreed at Reserved Matters stage, specifications and details of all external materials including Sample boards of all facing materials, fenestrations and finishes and Specification of materials should be robust and high quality;
6. If not agreed at Reserved Matters state, the replacement of at least five semi-mature trees on site and the details of all plant species; including planting density, locations and size of proposed new planting, including girth and clear stem dimensions of trees (including any trees and planting on roof terraces and including details of planters and means of securing trees),
7. If not agreed at Reserved Matters state, details and material samples of hard landscaping (including samples which shall be permeable as appropriate), including dimensions, bonding and pointing and all boundary treatments within and around the development;
8. Construction Logistics Plan to be submitted prior to any development on site;
9. Submission of details to the following for approval and thereafter retained for cycle store in accordance with LDCS, refuse stores, boundary treatments and enclosures, retaining walls;
10. SuDs details across the site in conjunction with the landscape strategy;

Pre-Occupation Conditions

11. Details of disabled-vehicle parking space and electric vehicle charging points to be submitted;
12. If not agreed at Reserved Matters stage, details of amenity/Play/Communal space details prior to occupation;

Compliance Conditions

13. Strict accordance with Arboricultural Impact Assessment and Method Statement and drawings titled 'Arboricultural Strategy';
14. Upper-floors east side windows to be made obscure for the lifetime of No.1 More Close as a single dwellinghouse;
15. Upper-floors west side windows to be made obscure for the lifetime of No.7;
16. Accessible homes and step-free access to ground floor units;
17. Car Parking laid out including EVCP as approved;
18. Cycle parking laid out as approved;
19. Refuse store laid out as approved;
20. Visibility splays as approved;
21. Energy and Water efficiency; and
22. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives:

1. Detailed requirements for reserved matters application;
2. Community Infrastructure Levy;
3. Granted subject to a Section 106 agreement;
4. Code of practise for Construction Sites;
5. Light pollution;
6. Requirement for ultra-low NOx boilers; 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 the demolition of existing three-bedroom dwellinghouse and the construction of a flatted block which would have the appearance of three storeys with a setback fourth floor to the front and three storeys to the rear. This building would comprise nine units, seven of which would be two-bedroom/four-persons and two would be three-bedroom/flats. The site plan comprise a parking area to the front for four vehicles, a refuse store to the front of the site and landscaped areas around the building. Due to level changes across the site, the building is entered at the front on the ground floor level and exited at the back to the communal space at first floor level. A lift is provided for circulation throughout the building.
- 3.2 Matters for consideration under this planning application are:
 - Access
 - Layout
- 3.3 The appearance, landscaping and scale of the proposal are reserved matter for approval at a later date although indicatively shown on the plans.



Fig. 1: Site Plan / First-Floor Plan

Site and Surroundings

- 3.4 The application relates to a square-shaped site to the north side of More Close with a total area of 840sqm (0.08ha). The site comprises a detached, two-storey three-bedroom dwellinghouse and borders No. 1 & 7 More Close to the east and west respectively and No.3 Russell Hill to the north. The site has a steep gradient, descending from street level, the existing garden has a shallow depth and heavy vegetation along the rear boundary of the site.
- 3.5 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.
- 3.6 The site falls within PTAL 3 and outside a controlled parking zone, outside a low and medium flood risk zones. The site had trees under TPO (7, 1972), however, these pre-dated the extension of the cul-de-sac and are no longer present on site.



Fig. 2: Aerial view of the site

Planning History

- 3.7 In addition to tree works related applications, the site has the following planning history.

19/04655/OUT: Outline application for the consideration of access and layout only in relation to the construction of a three-storey building comprising nine flats (1 x 1-bed, 6 x 2-bed and 2 x 3-bed), associated four car parking spaces, cycle parking and refuse provision; following demolition of existing dwelling. – *Withdrawn 08/11/2019.*

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

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.*

6 More Close:

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

4 More Close:

19/04478/FUL: Construction of a part-three-/ part-four-storey building to accommodate nine flats (3 x 1-bed, 4x 2-bed, and 2 x 3-bed), a

new vehicular access and four parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse. – *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*

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.*

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 development would provide 100 family-sized living accommodation including two three-bedroom units.
- The development would provide acceptable accommodation for future occupiers.
- 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.
- Sustainability and environmental aspects of the development and ensuring their delivery can be controlled through 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 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 16 Objecting: 15 Supporting: 0

Comment: 1

- 6.2 **Table 1**, below, stated the issues raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of development Full assessment within Section 8A of this report.</i>	
Proposal doesn't have 3-bedroom or bigger at 30% as per policy.	Policy allows 2-bed/4-persons to be counted towards family accommodation.
No replacement to the existing family home.	The proposal would have 30% family units, two of which would be three-bedroom flats and one of which would have direct access to private rear amenity.
Over intensification – Too dense.	The density of the proposal is considered along with design and impact on local area.
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.
This development along with other developments in the street will irrevocably change the nature of the area.	Timely change to area character is natural, the proposal would be considered on whether this change provide positive or negative impact on the character of the area.
Cumulative developments in the area is an oversupply of housing.	All these developments are considered under the local policy commitment to the delivery of 10,060 homes across the borough's windfall sites before 2036.
Cumulative developments result in high loss of family homes.	Each development included elements of family-sized homes within their mix in accordance with policies.
Savills Housing Assessment (Jan 20) references LBC SHMA Update 2019 details the need to protect family sized homes.	Incorrect, the exact paragraph copied in the objection letters reference 'provision' and not 'protection'. The proposal would include the provision of family-sized homes.

<i>Design Full assessment within Section 8B of this report.</i>	
Not in keeping with the character of the area.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
Obtrusive design	The design is not a consideration under this application.
Overdevelopment of the site.	The proposed footprint would have adequate separation distances from the side boundaries and would not significantly exceed the rear building line of the existing building.
Four-storey height is out of character	The height is not a consideration under this application.
Materials are not specified in the D&A.	Materials are not a consideration under this application.
Additional floor is not setback from the north side.	The scale and height are not a consideration under this application. Nonetheless, full setback from all sides is not a prerequisite of any proposal.
<i>Amenity of Residents Full assessment within Sections 8C and 8D of this report.</i>	
Overlooking, north, west and east elevation have high number of windows and balconies.	Balconies would only be at the south elevation and the proposal would not result in significant direct overlooking onto adjoining properties.
Unit 9 is two-bedroom for eight people and would have smaller size than the standards.	Unfounded statement, unit 9 is a two-bedroom/four-persons flat with adequate size.
Ground floor rear units do not adhere to BRE guidance to natural lighting.	These units would have triple aspect, the main living area would be due south and the bedrooms to the rear would have side windows and not depending on rear elevation for light.
No varying choice of homes due to mono-provision of flats.	The consideration of the application is only minded with the presented proposal.
<i>Traffic & Parking Full assessment within Section 8E of this report.</i>	
Negative impact on parking and traffic in the area from the development within the close.	The proposed s.106 obligation aims to reduce the impact on parking and traffic in the area.
The proposed four parking spaces would not be sufficient.	Amended drawings provided six car parking spaces in total. The planning permission would include s.106 obligations to avoid impact on parking in the area.
Does not conform to London Plan standards regarding EVCP	EVCP can be obtained by condition.
<i>Other matters</i>	

Construction disturbance.	The decision notice would include a Construction Logistics Plan to ensure low levels of disturbance during construction process.
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6.3 The Purley & Woodcote Residents Association objected to this development for the following concerns:

- Overdevelopment of the site,
- Out of character with the area,
- Impact on car parking, and
- Loss of privacy to adjoining occupiers.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure

- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM43 – Sanderstead

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

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

7.8 Draft London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in

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

It is important to note that in the Intend to Publish New London Plan that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets. 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications. 7.8 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.4 above.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- A. The Principle of the Development
- B. Impact on Townscape
- 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

A. 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 Housing Mix and Loss of Family Home: Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. Policy DM1 of the Croydon Local Plan (2018) allows for an element of 2b4p units to be classed as family accommodation; within 3 years of the adoption of the Croydon Local Plan. Accordingly, the proposal would have 100% of the overall mix of accommodation as family-sized units which would exceed the strategic target and would ensure a choice of homes of different sizes available in the borough.
- 8.5 Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sq. The proposal would provide two three-bedroom dwellings following the demolition of one family home with an existing area of 150sqm 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 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 0.08 ha and the proposal would have a density of 112.5 u/ha and 362 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.
- 8.7 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.

B. Impact on Townscape

- 8.8 Policy DM.10.1 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. The consideration for this application is only with regards to the layout and access.
- 8.9 The site layout would be simple, retaining the open front garden which is a characteristic of the close. 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 part of the boundary treatment building and appear as a unified form when viewed from the main road.

- 8.10 The front building line along the road is characterised as a general guide rather than a hard line due to the angles in the road and some houses having front protruding elements. The proposed front building line would strike a balance between the existing and proposed blocks of No.1 whilst remaining parallel with the kerb.
- 8.11 The existing building is approximately centred between the side boundaries and the proposed block would retain this characteristic with an adequate separation from the side boundaries (2-3m). The proposal would also work around the root protection area for the existing tree on the side and carve out the balcony/lightwell of the ground-floor flat to the east. Additionally, the proposal would work with the existing topography without extreme digging or filling. It would use the topography as a natural divider between private and communal areas at the front and the rear and would place the cycle store below the communal area to overcome the site's size restriction while providing needed facilities to the future occupiers.
- 8.12 In terms of the layout of the development, the proposal would have shared vehicular and pedestrian access to the front, leading to the main access of the building. The end of this main corridor provides access to the cycle store plus a lift and staircase leading to the communal amenity areas. Both ground floor three-bedroom units would have levelled access from the main road, through to their main living accommodation and private amenity areas.

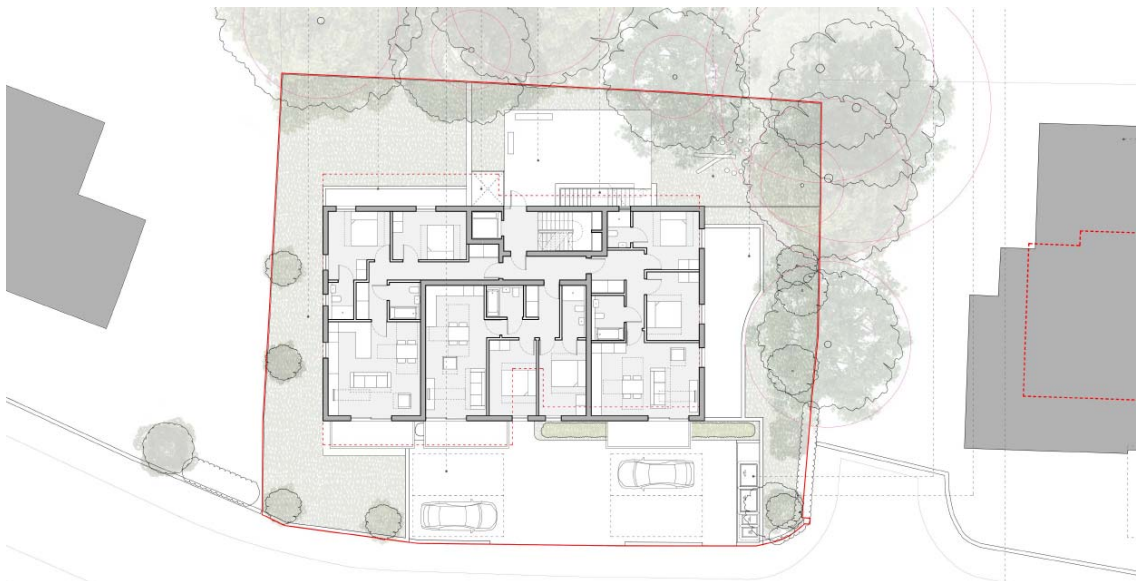


Fig. 3: Proposed Site Plan



Fig. 4 & 5: Proposed Front Boundary Treatment and Bin Store.

- 8.13 Whilst scale is a Reserved Matter which is not currently for consideration, the description of development refers to a three / four storey development. Therefore whilst the exact height, width and depth of the building is not for consideration at this stage, the principle of a building of that height must be considered now. Policy DM10 promotes buildings to be of at least three storeys, subject to impact on character. The Suburban Design Guide gives guidance which indicates that upper floor levels can be recessed to minimise their impact. The proposed building's layout allows for good separation distances to either side. A three storey building is appropriate in this location and, whilst the elevations are only provided indicatively, they illustrate that the total height of the building could be similar to the scheme currently under consideration at 1 More Close. The fourth floor is very well recessed and would only be occasionally visible from street level and would not appear dominant.
- 8.14 Officers do not consider that the cantilevered balconies to the front are the highest quality of design. However the appearance of the design is not part of the consideration of this outline application and this matter could be rectified at Reserved Matters stage.
- 8.15 In summary, the proposed layout would mimic the siting of the existing building, maintain the open front garden and green character of the close. Accordingly, the proposal would be acceptable and in accordance with DM10.1 of the Croydon Local Plan (2018).

C. The Quality of the Proposed Residential Accommodation

- 8.16 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.
- 8.17 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015). The internal rooms within each unit would have an appropriate ventilation and size respective to the number of the end-users. Seven of the proposed nine units would have triple aspect, where the main living rooms would all be due south with maximum opportunity for sunlight and daylight. The two units with single aspect would be due south, all their habitable rooms would have direct fenestration on the main elevation.
- 8.18 Units 1 & 2 would be partially at basement level. To ensure adequate light and outlook, the habitable rooms towards the rear of Unit 1 would have a secondary

full-height west-side window which can remain clear and openable considering its ground floor location. The habitable rooms toward the rear of Unit 2 would be served by east-side fenestration which serves their 3-metres wide private amenity area. Accordingly, these units would be considered to provide an acceptable level of accommodation for future occupiers.

- 8.19 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.20 The proposal would have the three-bedroom flats as accessible M4(3) units on the ground floor with a generous private amenity areas and an access to the lift for the communal amenity area to the rear. The proposed lift would also allow for the provision of M4(2) adaptable upper floor units.
- 8.21 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.
- 8.22 The balconies would follow the design approach of the proposal. However, all units would have a private amenity meeting the policy requirements and would be acceptable. The proposed units would have access to a communal amenity space at the upper-level space accessible by a lift, which measures approximately 120m², including the playspace.
- 8.23 The development would yield 17.6 sqm of children playspace according to table 6.2 of the Croydon Local Plan (2018). The proposed children playspace would sit within the rear communal area garden and the decision notice would include a condition requesting details of this playspace including play equipment and its boundary treatment. It would be fully accessible by the proposed lift.
- 8.24 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.

D. The Impact on Neighbouring Amenity

- 8.25 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.
- 8.26 The site borders No.1 to the east and No.7 to the west. Property No.3 Russell Hill, to the south, would not be impacted by the proposed building due to its 25-metres, the separation distance from the shared boundary, the change of land levels which puts it higher than the proposal and the thick existing line of trees along the shared boundary.



Fig.6: The site's and neighbouring properties

- 8.27 No.1 More Close: The proposed building would sit at a distance of 18.6 metres from the side of this property and the shared boundary has mature trees which would be retained following the development. The separation distance would be sufficient to eradicate any concerns with impact on their outlook, furthermore, the orientation of the two properties would translate to a lack of impact on sunlight and daylight to the adjoining private amenity.
- 8.28 No.1 More Close has a live planning application for a flatted block (new development). The proposal would sit at a distance of 15 metres from the side walls of this new development. This distance would be sufficient to eradicate any concerns with overbearing impact, outlook or loss of sunlight/daylight. The new development would have communal amenity area behind the shared boundary which would not have the same level of a protected amenity as single-family dwellings.
- 8.29 The proposal would have side windows which, whilst secondary to the unit as a whole, would be the principal windows to bedrooms. The proposed building is far enough away from the existing building at More Close to not give rise to significant window to window overlooking distances (18m). The private amenity space of no 1 More Close is protected from direct overlooking and the impact on it would be minimised by the existing trees, to be retained, and the distance from the boundary. However, to ensure that this is successfully protected, a condition is recommended such as the use of louvring to these windows to prevent direct overlooking to the existing house's garden. It should be noted that if the scheme currently under consideration for 1 More Close is approved, the louvring would not be required as window to window separation distance of 12m would then apply and communal space does not have the same level of protection from overlooking. The decision notice would include a condition to secure these measures for so long as the existing house at no 1 More Close remains in

existence. The proposed balconies would all sit to the front of the building and would not have an impact on the privacy of any neighbouring properties.

- 8.30 No.7 More Close: This property is a two-storey dwellinghouse with a catslide roof towards the shared boundary; it also sits on an angle with the front elevation looking away from the application site. The proposal would sit at a distance of 10 to 12 metres from the side wall of No.7 and would not surpass its rear building line. Accordingly, the proposal would not have an overbearing impact onto the existing occupiers of No.7.
- 8.31 The proposal would have side windows facing towards no 7's side garden. Whilst side gardens are not protected by policy, given level changes to the rear it is likely that some use is made of the side garden, although it should be noted that it is not currently fully private, being very visible from the street. As such, a similar condition requiring louvring would be appropriate to prevent direct overlooking of this amenity space.
- 8.32 Considering the above, the proposal would not have a significant impact onto the existing and proposed amenity of Nos. 1 and 7 and would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

E. Impact on Highways, Parking and Refuse Provision

- 8.33 Vehicle Parking: The site falls within PTAL 3 and has an existing wide crossover serving the front drive and a garage. The proposal would have a car parking area to the front for four vehicles utilising the existing crossover area.
- 8.34 The Draft London Plan (DLP) states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. The proposed parking provision would be 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.
- 8.35 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces on Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.36 The site itself does not fall within a controlled parking zone (CPZ), though one exist at the entrance of the close; as per Section 4 of this report, there are a number of developments within the close at Nos. 1, 2, 3, 4, 5 and 6; and their cumulative impact would form part of the assessment of this application. These developments would result in 54 dwellings with overspill of 11.5 vehicles. While future residents might use walking and cycling during the week to access shops, rail, buses and local facilities, this would not preclude their ownership of private vehicles.
- 8.37 Considering the cumulative impact of schemes in the area, taken together they 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.

8.38 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.

8.39 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.'*

8.40 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.

8.41 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance with policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.

8.42 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 18 cycle parking space. The proposal would have a cycle store to the rear of the site as a basement below part of the communal amenity. The location of the cycle store would not be as convenient as a store close to the entrance; however, the route to the cycle store would be direct and levelled through a wide corridor. Officers note that the current configuration of the cycle store only shows eight bicycles; however, the actual store would appear to be larger than the represented racks and the store's location at basement level with potential to expand if needed. The decision notice would include a condition for

details of the proposed racks in line with the London Cycle Design Standards within the store prior to the commencement of the development.

- 8.43 Refuse Provision: 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.
- 8.44 The proposal would include a refuse store located to the east of the vehicular access. This store would have a flat roof, embedded within the proposed front boundary wall with design and materials that would integrate with the proposed building. Waste collection would take place in a similar location to the existing house, the store shows the appropriate capacity needed for the development but lacked the 10sqm bulky storage area. The location of the bin store behind the wall would allow it to expand without impacting on the design of the proposal and this matter can be resolved as part of the reserved matters application. The decision notice would include a condition for the details and the arrangement of the bin store unless resolved under reserved matter.
- 8.45 In summary, the proposal's parking provision, access, 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.

F. Impact on trees, Flooding and Sustainability

- 8.46 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.
- 8.47 The application included a BS5837 compliant Arboricultural Report which considered the effect of the proposed development on the local character, from a tree point of view. This report included a method statement to outline the way in which the retained trees, including those 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.
- 8.48 The proposal took careful consideration to ensure the minimum impact on the existing trees on site; the design of the ground-floor private amenity followed the circle of the root protection area of a large Sycamore tree to maintain its existence within the townscape. Notwithstanding that, the proposal would result in the removal of three trees to the east and two trees to the west due to their proximity to the proposed retaining walls or the building. These trees are all C-category with height ranging from 2-4 metres. Landscape is not part of

consideration of this outline application; the decision notice would specify tree replacement as part of landscape details conditions if not part of the reserved matters application submission.

- 8.49 Accordingly, considering the above and with the use of appropriately worded conditions, the proposal would be acceptable as per Local Plan Policies DM10.8, DM27 and DM28.
- 8.50 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. The decision notice would include conditions to this effect.
- 8.51 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.
- 8.52 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.

G. Other Matters

- 8.53 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, such as local schools.

Conclusions

- 8.54 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 8.55 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.
- 8.56 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 8.57 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.

8.58 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.