

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/02280/FUL
 Location: 39 Pampisford Road, Purley, CR8 2NJ
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling, erection of a four storey building comprising of nine flats (1 x 1 bedroom, 5 x 2 bed, 3 x 3 bedroom flats) and provision of associated amenity space, four parking spaces, cycle and refuse store.
 Drawing Nos: Job Number 6853 – 001 REV B, 002 REV B, 003 REV B, 004 REV B, 005, 006, UA/PP1 REV A, UA/LP1 REV B, UA/PP2 REV C, UA/LP3 REV B
 Applicant: 39 Pampisford Road Limited
 Agent: Highgate Planning and Development
 Case Officer: Scott Schimanski

	1B2P	2B4P	3B5P	Total
Existing				1
Proposed flats	1	5	3	9

All units are proposed for private sale

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



Image 1: Visualisation of Proposal

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

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:
- A financial contribution of £8,273.50 towards highway management measures and the delivery of sustainable transport initiatives including car club, EVCP, improved cycle infrastructure in and around Pampisford Road and neighbouring streets, the removal of access to CPZ permits for the residents of this development.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Tree protection measures (prior to commencement of development)
4. Details of site specific SuDS to be submitted prior to any above ground works
5. Details of external materials (prior to any above ground works)
6. Boundary treatment, retaining walls and maintenance (prior to above ground works).
7. Full details of cycle and bin stores (prior to occupation)
8. A light design scheme (prior to occupation)
9. Details of children's playspace (prior to occupation)
10. Details of future lift provision to access rear communal amenity space (prior to occupation)
11. 19% Carbon reduction (prior to occupation)
12. Construction Logistics Plan (in accordance with submitted document)
13. No additional windows in the flank elevations (Compliance)
14. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m (Compliance)
15. Hard and soft landscaping in accordance with approved landscape drawings (Compliance)
16. Accordance with mitigation and enhancement measures outlined in the submitted Ecological Survey (Compliance)
17. 110litre Water usage (Compliance)
18. 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) Highways works
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.4 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing house and tree removal
- Erection of a four storey building with one floor within roof space to create 9 flats as 1 x 1 bed flat (2 person) and 5 x 2 bed flats (4 person) and 3 x 3 bed flats (5 person).
- Provision of communal external amenity space and children's play space with soft and hard landscaping
- Provision of associated refuse and cycle stores
- Provision of 4 on-site vehicle parking spaces

- 3.2 During the course of the application amended plans have been received which altered (reduced) the overall height of the building, changed the roof form and external location of balconies and doors and external materials. The amendments also resulted in changes to the internal layout of units however the quantum of units remained unchanged.

Site and Surroundings

- 3.3 The site is a regular shaped parcel of land located on the western side of Pampisford Road opposite the junction with Christchurch Road. The site is currently occupied by a single detached dwelling house and the land slopes moderately upwards towards the west (rear).
- 3.4 There are no specific local plan policy designations related to the site itself. Residential dwellings similar in size and appearance to the subject property are located to the north and south and also adjacent. The site has a PTAL of 5 which indicates good access to public transport.



Image 2: Aerial street view highlighting the proposed site within the surrounding streetscene

Planning History

- 3.5 20/00708/PRE - Proposed demolition of a two storey detached dwelling and erection of a residential flat building comprising of 9 units.
- 3.6 The following applications at nearby sites are also of relevance:
- 3.7 19/01886/FUL (37 Pampisford Road) – The demolition of the existing building and garage and erection of two storey building with accommodation in the roof space and single storey building with accommodation at the rear to provide a total of 8 units as well as associated refuse and cycle stores, landscaping, vehicular access and car parking.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high quality design, utilising the contemporary reinterpretation approach the appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- Any overspill in vehicle parking onto the surrounding streets created as a result of the development and subsequent impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions and S106.
- Loss of trees and other vegetation resulting from the development will be adequately mitigated through new planting and landscaping.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 16 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 29 Objecting: 29 Supporting: 0 Comment: 0

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<i>Design and appearance</i>	
The proposal represents an overdevelopment (Density) of the site.	Acceptability of the quantum/scale of development on the site is discussed in Section 8.7 to 8.15 of this report.
The height would be out of character within the existing urban form of the street particularly with regards to the neighbouring properties	Addressed in Sections 8.7 to 8.15 of this report.
The siting of the building fails to respect the rhythm of buildings along this section of Pampisford Road.	Addressed in Sections 8.7 to 8.15 of this report.
The development will be out of character with the locality	Addressed in Sections 8.7 to 8.15 of this report.
<i>Impact on amenities of neighbouring properties</i>	
There will be a detrimental impact on the amenity of neighbouring properties in terms of privacy and outlook (overbearing).	Addressed in Sections 8.22 and 8.32 of this report.
Loss of Daylight and Sunlight	Addressed in Sections 8.22 and 8.32 of this report.
Extra noise and disturbance	This is a residential development and there is no evidence or reason to suggest

	that the proposal would result in extra noise or disturbance that is not associated with a residential area.
<i>Transport and parking</i>	
Inadequate parking provision	Addressed in Sections 8.33 to 8.41 of this report.
Impact upon Public Transport and road safety	Addressed in Sections 8.33 to 8.41 of this report.
Impact upon safety of other road uses (Pedestrians, cyclists etc)	Addressed in Sections 8.33 to 8.41 of this report.
<i>Amenities of future occupiers</i>	
Lack of both private amenity and communal amenity space for residents	Addressed in Sections 8.16 and 8.21 of this report.
Loss of a family dwelling	Planning policies and the Suburban Design Guide advocate infill development for new residential units in the suburbs. There is no objection to the principle of flatted development in this area. Additionally, the proposal would provide eight units (including three 3 bed unit) that would provide units suitable for families thereby contributing to the type of accommodation available for residents of the borough.
<i>Other matters</i>	
Extra pressure on local services and infrastructure	The application is CIL liable. Addressed in Section 8.51 of this report.
Increase the risk of flooding as a result of loss of green space.	Addressed in Section 8.50 of this report.
Overdevelopment of flats in the locality	Addressed in Section 8.2-8.6 of this report
Dwelling mix not suitable for the locality which needs family housing with gardens	Addressed in Section 8.4-8.6 of this report
Intensification of this scale is no longer required following the reduction in the London Plan housing targets for Croydon	Addressed in Section 8.2-8.6 of this report

Impact/loss upon existing trees, habitat and green vegetation (natural vegetation)	Addressed in Sections 8.45 and 8.48 of this report.
Loss of green space will impact upon wildlife	Addressed in Sections 8.45 and 8.48 of this report.
The density and close proximity of people will increase the likelihood for people catching COVID 19	Not a relevant planning consideration
Disturbance during construction	A condition will be imposed requiring compliance with the Construction Logistics Plan (Details in Section 8.44 of this report) to ensure construction noise is not harmful to local residents.

6.3 The following Councillor has made representations:

- Cllr Badsha Quadir objected to the proposal for the following reasons:
 - Loss of a family home which are becoming significantly fewer.
 - Originally for 7 flats which have been given consent for, but this is now much higher than 41 Pampisford Road.
 - Overdevelopment in the area.
 - There is not enough parking space for the allocated flats and therefore will overflow onto the roads, hence, putting further pressure on the already busy Christchurch Road junction, which during peak hours is even busier.
 - There will also be a case for road safety with overflowing vehicles.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

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

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The Mayor's Intend to Publish version of the New London Plan was submitted to the Secretary of State who has now issued a direction and one awaits to

hear how the London Mayor responds. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. 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.

- 7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.9 It is important to note, should the Secretary of State support 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.
- 7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

8.0 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:
1. Principle of development
 2. Townscape and visual impact
 3. Housing quality for future occupiers
 4. Residential amenity for neighbours
 5. Access and parking
 6. Trees, landscaping and ecology
 7. Sustainability and environment
 8. Other matters

Principle of Development

- 8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited

developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes Purley, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with a mix of windfall and infill development that respects the existing residential character and local distinctiveness. The Croydon Suburban Design Guide, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130sqm. The existing building on site is a 3+ bedroom house with a floor area greater than 130sqm. All of the proposed units have floor spaces of less than 130sqm and three of the new units would comprise three bedrooms with a further 5 being 2 bedroom four person (small family sized) units.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The application proposes 3 x 3 bedroom (5 person) units and 5 x 2 bedroom (4 person) units (which are counted as family units for the first three years of the plan). Therefore there would be no loss of three bedroom units and the scheme makes a good contribution to the supply of family accommodation.

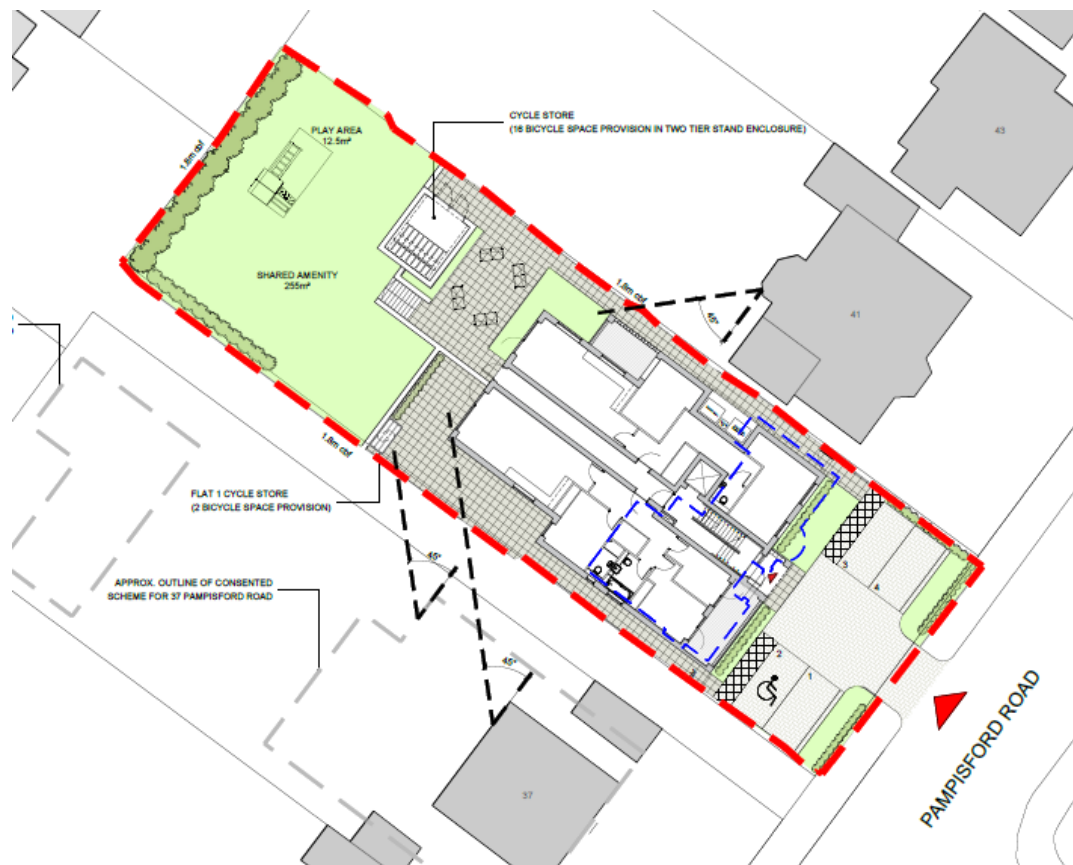


Image 3 – Site Layout and ground floor plan

Visual Impact including townscape

8.7 As illustrated by accompanying photos, many dwellings in the street share similar roof forms with strong architectural features such as double height bay windows, sash windows, tiled hipped roofs with strong, deep pitched gable ends fronting the street. Almost all dwellings are two storey with prominent roof forms. Facing materials are generally brick of browns and reds with many properties being render of varying colours. Whilst the architectural character of surrounding properties varies somewhat,



their overall scale, setbacks and massing are fairly consistent. Because of this, any new development should be of a scale that both harmonises with its neighbours and uses materials that creates both interest in the street and respects the established urban fabric of the area.

8.8 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites depending on the character, height and type of surrounding buildings in the area. CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance,

existing materials and built and natural features of the surrounding area. Figure 2.10c (below) of the SDG illustrates the appropriate approach for redevelopment of sites within a two storey street scene in terms of height, scale and mass. Accommodation within roof spaces is encouraged.



Image 4 – Extract from SDG (Figure 2.10c)

- 8.9 The scheme subject to this application has been amended during the assessment process. With regards to the external appearance, the amendments have been significant and included reducing the overall height of the building and removing a gable and the right set of balconies fronting the street to create a more asymmetrical appearance.



Image 5 - Original scheme



Image 6 - Revised scheme

Height

- 8.10 The building would have four habitable floors, with the fourth floor contained within the gable end and hipped roof form. As illustrated by *images 5, 6 and 7*, the revised scheme with its reduced height now sits more comfortably within the street scheme and accords with the suggested approached outlined within the SDG in terms of height (refer to *image 4*).



Original submission view from south on Pampisford Road



Revised proposal view from south on Pampisford Road

Image 7: Proposed street views (original and revised)

Mass and scale

- 8.11 Although the building is a block of flats, in terms of mass and scale, the scheme has been designed to respect the proportions of surrounding buildings including the recently approved development (now under construction) at 37 Pampisford Road. The position of the building on the site (setbacks) would be similar with its neighbours, thereby maintaining consistency in the street in terms of separation. In terms of levels, the site slopes up from the street to the rear. Some minor excavation works are proposed to provide a level base for the building. This also results in minimising the apparent height of the building when compared to its neighbours. The roof form would incorporate the fourth floor thereby minimising the mass and therefore impact of a four storey building within the street. The result is a building that although taller would be consistent with its neighbours in terms of proportions thereby not drawing attention to it or dominating the streetscape. The scale and bulk of the building is consistent with the approach suggested within the SDG.



Figure 8- Visual interpretation of front elevation

8.12 The site has a urban setting with a PTAL rating of 5 and as such the London Plan indicates that the density levels ranges of 200 to 700 habitable rooms per hectare (hr/ha) are appropriate. With regards to unit numbers, where a scheme has between 2.7 and 3 habitable rooms per hectare, a range of 70-260 units per hectare is appropriate. The proposal would provide 264 hr/ha or 82 units per hectare and accords with the technical requirements of policy. Notwithstanding this, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors such as local context, design and transport capacity. In this respect, although the density of the scheme is at the lower end and the site and is within close proximity to the Purley Town centre, the relatively suburban character of the site (modest scale of neighbouring residential properties) limits the opportunity for increased density on the site without resulting in impacts upon the amenity of neighbouring properties or having a negative impact upon the overall character of the area. The scheme must therefore balance the quantum or units (density) with minimising impacts upon neighbours and streetscape. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of the neighbouring area and would not harm the appearance of the street scene. How the scheme protects the amenity of neighbours is discussed separately. On balance, density is considered appropriate for the site.

Design and Materials

8.13 The new building is conceived as a contemporary interpretation that is influenced by the varied housing stock that surrounds the site. Although the acceptability of a design is a subjective issues it is clear that the design has been developed to consider the context of the site, its surrounds and also be practical and efficient in layout. The submitted Design and Access Statement illustrates how the design responds to and interprets this context in both form and materiality of the proposal.



Revised design detailed elevation extract



The design picks up on the local vernacular such as the tiled hipped roof form and strong gable elements common in the street. With regards to materials, the scheme proposes red tiles for the roof, two tones of red brick, a darker hue for the primary frontage and a lighter one be used within the balcony recesses. The gable ends and balcony elements will be outlined in a mid-grey metal cladding. To emphasise the entry, a colourful surround that would protrude approximately 150mm from the brickwork has been introduced. The red colour of the brick work and tiles are consistent with many nearby buildings and is expected to ground the building into the surrounding urban fabric, with the grey detailing and colourful entry surround providing subtle interest within a somewhat non-descript street.

8.14 In terms of how the building overall relates to its setting and immediate neighbours, the buildings height, side setbacks and rear projections are all generally consistent. In terms of topography, although the works do involve some excavation towards the front, overall the site will continue to raise towards the rear thereby ensuring that the rear amenity area of the development is consistency in terms of levels with the rear gardens of neighbouring properties. With regards to the design of the rear of the building, the design continues the elevational treatment and roof forms presented to the street. The rear projection also maintains the three storey height with the fourth floor and associated balcony contained within the roof space. The design is considered appropriate as it creates a uniform appearance of the building when viewed from its neighbours and ensures the rear projection remains within the 45 degree lines. In this instance, the design of the building to the rear is considered appropriate for the locality.



Revised proposal view looking south-west

Conclusions on character, design and impacts upon townscape

- 8.15 Officers are of the opinion that the contemporary approach and scale of the building together with the chosen materials results in a well-designed scheme that respects the character of the street and would contribute positively to the street scene and its neighbours. Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character and that the proposed building is considered a suitable replacement to the dwelling it would be replaced.

Housing Quality for Future Occupiers

- 8.16 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all units are dual aspect. Overall, the proposed internal amenity space is considered to be of a high quality with logical floor plans, suitable floor to ceiling height of 2.6 metres and no overlooking impacts between units. With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional person. All units have private amenity spaces that meet or exceed the required standards.

- 8.17 In addition, to private amenity areas, the proposal also includes a generous communal garden at the rear of the site. This space will cover an area of 244m² and includes both areas of hard and soft landscaping allowing suitable space for sitting and general recreation. The area is accessed directly from the internal corridor that connects to the entry lobby and the lift/stair core of the building with secondary access



provided along the northern side of the building. In accordance with the London Plan, the development would also be required to provide 20.1m² of children's play space. Although a specific 12.5m² area for play space has been shown on the plans, the layout and size of the communal area as a whole provides adequate space to accommodate the required area for children's play space. Full details of this area will be secured by condition.

- 8.18 In terms of accessibility, the London Plan, Croydon Local Plan and draft London Plan require that at least 10% of homes are wheelchair accessible and that 90% of units have step-free access. The proposed scheme would provide step-free access into the

building, communal garden and refuse areas. A lift is also proposed to provide step free access to all units within the scheme. One unit is shown to be a wheelchair user dwelling (building regulations M4(3) compliant) with all remaining units being compliant with M4(2) building regulations. The upper area of communal space is not accessible except for by steps, and this contains the children's playspace. Access to this should be secured for those who need to use a lift. Officer therefore recommend a condition to ensure that the design and construction of the staircase is suitable to allow for one to be fitted in the future if required by a resident. Accessibility to all units, communal area and building facilities is considered appropriate.

- 8.19 More generally, the main access to the building is located centrally at the front of the building. The entry would provide direct access from the parking area and street frontage to the centrally located lift and also to an internal corridor that leads to the rear communal garden, children's play space and cycle store. Secondary access to the rear of the site is provided along the northern side of the site. To ensure that these access ways are appropriately lit and secure for future residents, a condition requiring details of external light would be included if consent was to be granted.
- 8.20 In terms of daylight and sunlight, the submitted daylight/sunlight report illustrates that in terms of ADF and NSL, 14 of the 15 rooms assessed are considered will fully comply with the BRE target values. The room that falls below the BRE guidelines in ADF and NSL terms is a bedroom which generally is considered less important in daylight terms as they are mainly occupied at night time. Notwithstanding this, daylight is only one of many factors considered when determining whether a development would have suitable amenity for future residents. In this instance, the shortfall in ADL and NSL should be weighed against the provision of outdoor amenity areas and the internal size and usability of the units. In this case, all units are of a good internal layout and are of a size that exceeds minimum standards. Further, all units have direct access to large balconies and also convenient access to a large and well-designed communal amenity area.
- 8.21 Overall, the development is considered to result in a high quality development including excellent provision of family accommodation, all with adequate amenities that would result in a scheme would provide a high standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.22 The main properties that would be affected by the proposed development are 37 and 41 Pampisford Road. Given separation, orientation and topography between the site and properties to the rear and opposite, the proposed development is not expected to result in impacts to these properties in terms of privacy, outlook and daylight/sunlight. It is also noted that an access way to a property at the rear of the site is located between the site and 37 Pampisford Road to the south. This access is approximately 3 metres in width.

37 Pampisford Road

- 8.23 This property is located to the southern of the site and currently consists of a detached dwelling house. However, consent for a development consisting of one 3 storey residential building and a single storey building housing eight residential units has been granted on the site and works have recently commenced. As such, the developments impact will be assessed against the approved residential scheme and

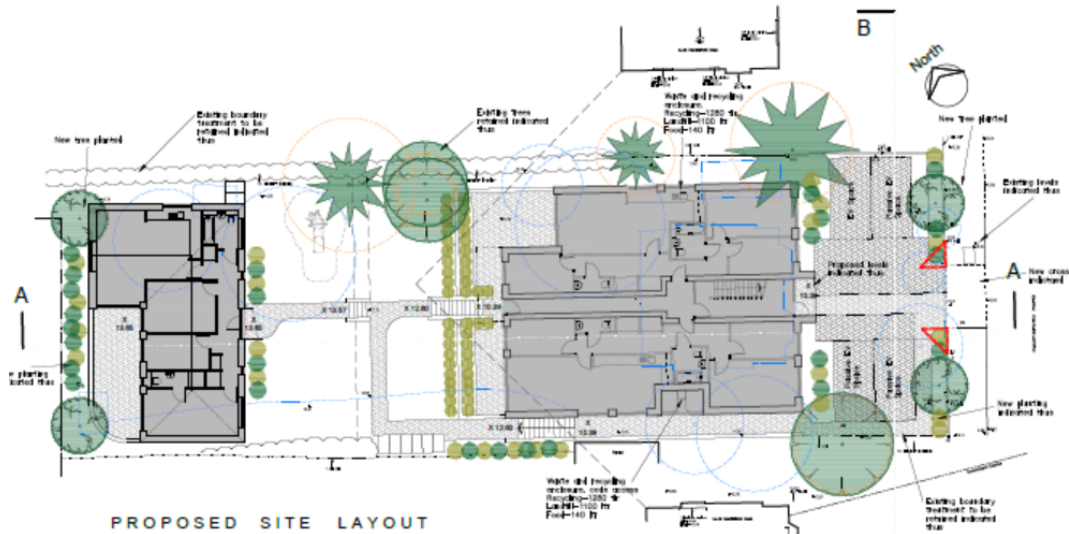


Image 9: Layout of approved scheme at 37 Pampisford Road.

- 8.24 In terms of daylight and sunlight, the submitted daylight/sunlight assessment concluded that with respect to VSC, 22 of the 26 windows tested fully comply with BRE guideline target values. The four windows that did not fully comply are to habitable rooms located on the flank wall facing the site. These windows service the kitchen element of combined kitchen/dining/living rooms in two units, of which both have a primary window/opening that faces to the rear (west) of the site. When assessed against NSL, all tested rooms fully comply with the BRE target values and will not experience a reduction. In terms of daylight and sunlight, the proposed development is not expected to have a detrimental impact upon the future amenity of occupants at this property.
- 8.25 In terms of outlook, and as illustrated by *image 10* below although the proposed scheme will project beyond the rear building line of 37, the development would not encroach to the 45 degree view line from rear facing windows both horizontally vertically.
- 8.26 In terms of privacy, the proposed development limits flank windows to non-habitat rooms with all primary windows facing either the rear or the street. With respect to the single storey dwelling approved within the rear garden of 37 Pampisford Road, this has been designed so all windows to habitable rooms are facing away from the subject

site. The only window that would be directly overlooked from windows of upper units of the proposed is to a bathroom and this window would be obscured.

- 8.27 Given the above and proposed separation between buildings officers are satisfied that the proposed development would have acceptable impact on the amenities of 37 Pampisford Road in terms of daylight/sunlight, outlook and privacy.

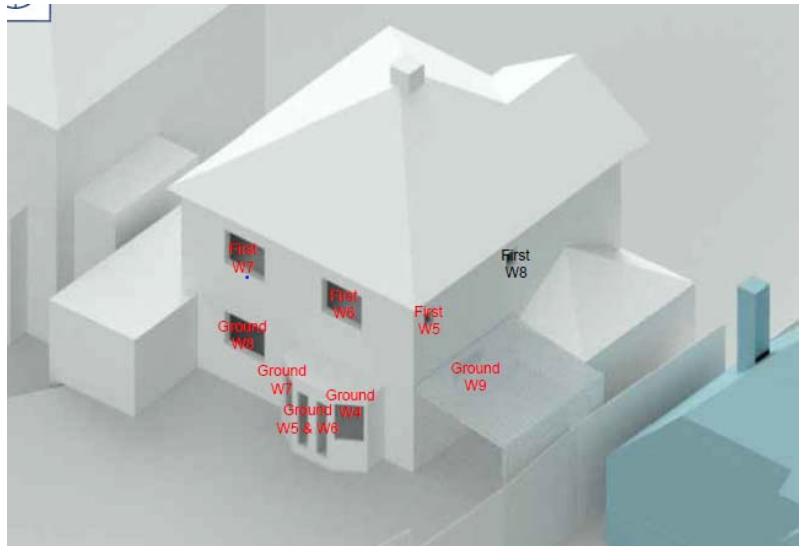


Image 10: proposed Plan highlighting compliance with the 45 degree line

41 Pampisford Road

- 8.28 This property is located to the north of the application site. It is a two storey detached dwelling. It is noted that neighbours raised concerns with the accuracy of the original daylight/sunlight report as it did not include two windows located on the flank wall of this property. Subsequently the report has been amended to include and assess the impact the development would have upon these and other windows.

8.29 In terms of daylight and sunlight the submitted report (as amended) indicates that 13 of the 16 tested windows of this property will fully comply with the BRE target values for VSC. The three windows that fall below the suggested BRE guidelines (W5, W8 and W9) are located on the southern flank wall of the property. W5 is a small secondary window located at first floor level and serves a bedroom. The primary window for this room faces the rear of the site. W8 is a small first floor window and a nearby resident has advised that this window is to a bedroom. Window W9 is a large window that serves a living room of the property. This window is located beneath a polycarbonate sheet canopy structure and is a secondary window to the room with the primary window located on the rear (western) side. As this window is located below a canopy, the report concludes that the VSC would be hindered and as such have applied a transmittance value of 50%. Notwithstanding this, the VSC would still be below BRE target levels.



The primary window for this room faces the rear of the site. W8 is a small first floor window and a nearby resident has advised that this window is to a bedroom. Window W9 is a large window that serves a living room of the property. This window is located beneath a polycarbonate sheet canopy structure and is a secondary window to the room with the primary window located on the rear (western) side. As this window is located below a canopy, the report concludes that the VSC would be hindered and as such have applied a transmittance value of 50%. Notwithstanding this, the VSC would still be below BRE target levels.

8.30 Although these three windows fall below VSC targets, W5 and W9 are secondary windows and W8 is likely to serve a bedroom. Because of this, the NSL results indicate that all seven rooms tested will fully comply with the BRE target values and as such these rooms are not expected to experience a noticeable reduction in light as a result of the development. It is noted that if W8 does serve a bedroom it has not been included within the NSL results, however as a bedroom the use of the room would mean it is less likely to require as much light as other rooms such as a living room or kitchen. In any case, it should be noted that the Suburban Design Guide indicates that limited protection should be given to side facing windows.

8.31 In terms of sunlight, only the south-facing living room within 41 Pampisford Road (W9) qualifies for the sunlight method of assessment. The results of the assessment indicate that this room will fully comply with the BRE target values and will maintain very good levels of sunlight once the development has been completed.

8.32 In terms of outlook, the proposed building does not encroach over a 45 degree angle from the rear windows of this property either horizontally or vertically. Therefore the proposal is not expected to be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation. As with 37 Pampisford Road, the orientation and layout of windows and balconies (including privacy screens) within the proposed scheme is not expected to result in any direct overlooking of windows to this property.

Parking and access

8.33 The site has a PTAL rating of 5 which means that it has good access to public transport links. The site is located within 5 minute walk of Purley town centre and within 10 min walk of Purley station and is also located adjacent to a CPZ which is operational between 9am-5pm Monday to Saturday. The nearest bus stops are 110 metres north

and 240 metres south of the site and are served by two bus routes. A further eight more bus routes are available within a 5 minute walk of the site.

- 8.34 The adopted London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. For a site with a PTAL of 5, there should be up to 1.5 space per unit for family units. As these are maximum parking standards, a lower provision can be accepted if overspill does not place unacceptable pressure on on-street parking within the surrounding road network. In addition, adequate parking spaces for disabled people must be provided on-site.
- 8.35 Census data (Purley Ward Level) suggests that 0.65 of small units and 0.8 of larger units own a car. The applicant's transport consultant has used this data to predict (based on this Census analysis) that the proposed development would be expected to generate demand for 6 car parking spaces. However, given the age of Census data (2011) and the likely increase in car ownership in the area, the consultant has adjusted this figure by 15% thereby expecting a realistic parking demand of 7 spaces. Notwithstanding this, the site is located within close proximity to the Purley town centre with high PTAL (5). Based on this, CLP Policy SP8.15 supports parking free developments in such locations to encourage more sustainable modes of travel. In this instance, policy would look favourably at reduced on-site parking numbers.
- 8.36 The proposal includes four on-site parking spaces (57% of demand) within a designated parking area accessed from Pampisford Road. These spaces include a disabled parking space. To assess the impact of the development on on-street parking, the applicant's transport consultant carried out a car parking beat survey (utilising the Lambeth Methodology) to determine the level of on street car parking capacity and whether the likely car parking demand could be suitably accommodated in neighbouring streets (within 200 metres of the application site). Both night time and daytime surveys were carried out.
- 8.37 The survey considered the impact of an overspill of three spaces resulting from expected vehicle numbers. The survey indicated that there are on average 43 on-street parking spaces within 200 metres walking distance from the site. Out of these 43 spaces, on average 29 spaces were occupied and therefore 14 spaces were unoccupied during study period. An overspill of three cars onto the surrounding street network as a result of the proposed development would lead to a parking stress of 74%. Given that the parking stress would be maintained below Council's 85% maximum permitted parking stress limit, it is considered that the parking impact of the proposed development on the local road network would be acceptable. In terms of cumulative impact created by other nearby consented schemes within the catchment, an additional overspill of one car is likely to result from the neighbouring development at 37 Pampisford Road. Other developments within the catchment are not expected to result in any overspill. This would bring parking stress to 78% which is still below the maximum permitted parking stress limit. On balance, given the high PTAL of the area, the level of parking is considered acceptable.
- 8.38 In terms of parking layout and design, all spaces will be capable of providing Electric Vehicle Charging Points (EVCP) which a single space (25%) will be provided with an

active charging facility. This accords with the London Plan requirement of 20% provision.

- 8.39 Each parking bays will be 2.4 metres wide and 4.8 metres long, with the disabled bay having a 1.2 metres wide access strip along its side. A six metres aisle width between the rows of car parking provides area for cars to access the spaces and to enter/exit the site in forward gear. In addition, the parking area allows for a 1.5/1.5 pedestrian visibility splay. Officers are of the view that the layout of the parking area and access to the street is adequate and not likely to result in any adverse traffic conflicts between highway users.
- 8.40 To mitigate the impacts of the likely overspill of parking from the development onto the surrounding street network, officers are of the view that a contribution towards sustainable transport improvements is required. The contribution (via a legal agreement) would provide funding towards the provision of a Car Club space, extension of CPZ including changes to highway restrictions up to Wyvern Road, monies towards EVCP and funds towards improvement the cycle network in the area. In addition to discourage car ownership, the removal of access to CPZ permits for the residents of this development is also suggested. The applicant has agreed to a financial payment contribution of £8,237.50 for these mitigation measures.
- 8.41 Overall, officers are satisfied that with the mitigation measures identified (including contributions), the car parking implications of the development are acceptable.

Cycle Storage

- 8.42 A cycle storage area with space for 16 bicycles would be provided to the rear of the site. Level access to and from the store would be via a 1.2 metre pathway located along the northern side of the site. A further 2 cycle spaces are also proposed within the private amenity area for unit 1. The total number of cycle spaces is 18 which exceeds the London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units – Table 6.3). The plans illustrate that the cycle storage area is accessible for easy use of all residents and would not result in any adverse impacts upon residents in terms of noise and disturbance. Full details of the appearance of this structure would be required by condition. The cycle store and access is considered acceptable.

Refuse Storage

- 8.43 Refuse storage is integrated into the northern side of the building adjacent to the access path to the rear communal area. The drag distance to the highway for operatives is within the 20m limit and accords with policy. Overall, in terms of location, the refuse storage is a position convenient for all residents and would not result in unacceptable impacts upon on future residents in terms of location near windows and private amenity space. The plans demonstrate that the size of the structure is adequate to accommodate bins required. An area for bulky waste would be provided to the front of the building. Full details of its appearance and landscaping would be required by condition.

Construction logistics Plan

- 8.44 As part of the submission, the applicant has submitted a comprehensive Construction Logistic Plan. This document has been access by Council's Highway's and Environmental Health teams and is considered appropriate to adequate mitigate

impacts resulting from construction of the development. To ensure that details are adhered to, a condition requiring compliance with the mitigation measures outlined within this document will be included on any consent issued for the works.

Trees, landscaping and ecology

- 8.45 There are a number of mature trees to both the front and rear of the site, however these are not protected by a TPO. Notwithstanding this, a tree survey was submitted as part of the application. The report assessed the impact of the development upon 15 trees located within and close to the site. The proposed development will require the removal of seven trees, five category C trees of low quality and two category B trees of moderate quality. In addition to this, there will also be some impact upon the root protection areas of four of the off-site trees (located adjacent to the boundary with 41 Pampisford Road). The trees to be removed include three Category C Lawson Cypress located along the front boundary and two Category B Lawson Cypress, one Category C Lawson Cypress and a Category C Holly located centrally on the site behind the existing dwelling. In order to facilitate the development, all of these trees must be removed.
- 8.46 To mitigate the loss of trees, the development includes the planting of six new trees which together with the retention of three mature apple trees at the rear of the site form part of a comprehensive landscape plan that would enhance biodiversity on the site. The submitted arborist report concluded that subject to the implementation of the landscape plan (to be conditioned), the scheme will enhance both the biodiversity and visual amenity of the site.
- 8.47 On balance, although it is unfortunate that seven trees are to be removed they are not protected (TPO) trees and it is considered that their loss is adequately mitigated by the comprehensive landscaping plan including the replacement of trees (and root protection measures) together which is expected to enhance the biodiversity of the site. The loss of trees on the site is considered acceptable in this instance. Given the detail provided at the application stage, the landscaping plan accords with the requirements of CLP Policy DM10.8 and will form part of the approved drawings if consent is granted for the scheme. No further landscaping details are required.
- 8.48 Ecology – The existing house would be demolished and the existing rear garden and vegetation will be impacted by the development. The applicant has provided an Ecological statement which concluded that there was some potential for roosting bats given some damage to the roof of the existing building. A detailed bat survey and report were undertaken which concluded that there was low probability of roosting bats. The reports were reviewed by the Council's Ecological consultant. The consultant has no objection to the proposal subject to securing biodiversity mitigation and measurement by condition. These conditions are recommended to be attached to any permission granted.

Environment and sustainability

- 8.49 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.50 The site is located in an area with low probability of flooding from all sources. A Flood Risk Assessment and preliminary SUDS/Drainage Report (FRA) has been submitted

as part of the application which outlines the risks of flooding at the site and drainage mitigation measures. The assessment concluded that the proposed development would not increase the risk of flooding to the site or surrounding areas in accordance with the provisions of relevant national and local planning policies. To mitigate runoff from the site, SuDS techniques including soakaways, rainwater harvesting (water butts), bio-retention planting, rain gardens and the use of permeable paving will be used. A condition requiring site specific SuDS measures would be imposed on any planning permission granted.

Other matters

- 8.51 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.52 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development generally accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would have no harmful impact on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on the highway network and a contribution towards sustainable transport measures will be secured by legal agreement. The proposal is considered to be in accordance with the relevant policies.
- 8.53 All other relevant policies and considerations, including equalities, have been taken into account.