

PART 6: Planning Applications for Decision

Item 6.2

1.0 APPLICATION DETAILS

Ref: 21/01619/FUL
 Location: 158 Purley Downs Road, South Croydon CR2 0RF
 Ward: Sanderstead
 Description: Demolition of existing dwelling and garage and erection of two 3-storey buildings, comprising of 7 residential units with associated parking, cycle, refuse storage and landscaping.
 Drawing Nos: 20.045.001A, 20.045.002, 20.045.003A, 20.045.101D, 20.045.110, 20.045.111, 20.045.112, 20.045.113, 20.045.114, 20.045.120, 20.045.121, 20.045.130A, 2021/5739/002 Rev P2, 2021/5739/001 Rev P1, 2106/51/TCP
 Agent: Arjun Singh
 Applicant: Joe Garner
 Case Officer: Muhammad Saleem

	1 bed	2 beds	3 bed	4-bed	5-bed	TOTAL
Existing	0	0	0	0	1	1
Proposed (all market housing)	0	0	3 (4x3bed/6person units)	4 (3x4bed/8person units)		7

Number of car parking spaces	Number of cycle parking spaces
7	14 long-stay + 2 visitor

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Number of objections received
- Referral from Ward Councillor (Cllr Yvette Hopley)

2.0 RECOMMENDATION

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

- A financial contribution of £10,500 for sustainable transport improvements and enhancements.

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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Condition survey of the highway
5. Materials / details to be submitted
6. Submission of Biodiversity Enhancement Strategy
7. Submission of final SUDS details (percolation testing for soakaways)
8. Tree Protection plan

Pre-Occupation Conditions

9. Submission of details of refuse and recycling store

Compliance Conditions

10. Submission of details of EVCPs
11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Provision of cycle parking in accordance with plans
13. Provision of landscaping and amenity as shown on plans
14. Development in accordance with accessible homes requirements; one unit to be M4(3) and other M4(2)
15. In accordance with Tree Protection Plan and Arboricultural Impact Assessment
16. Compliance with energy and water efficiency requirements
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport
18. Obscure glazing and fixed shut side windows

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to conditions 8 & 12)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing 2 storey detached dwelling
- Erection of a replacement three storey building and a rear three storey building comprising of a total of 7 houses
- 3 parking spaces on the front forecourt and 4 parking spaces to the rear between the two proposed buildings with a new crossover fronting North Down
- 14 cycle parking spaces
- Removal of 3 trees on site and replacement with 7 new trees
- Communal and private amenity space, play space and hard and soft landscaping

3.2 During the assessment of the application additional details and plans have been received on 09.07.2021 and uploaded to the website on 12/07/21. The amendments included:

- Swept Path Analysis Plan
- Visibility Splay Plan
- Tree Survey and constraints plan
- Arboricultural Impact Assessment
- Planning Statement Addendum – Fire Safety
- Visualisations

3.3 The details submitted did not require re-consultation with residents.



Figure 1 - Visualisation of proposed buildings – view from Purley Downs Road

Site and Surroundings

- 3.4 The site is a rectangular shaped corner plot at the junction of Purley Downs Road and North Down and accommodates a large two storey detached family dwellinghouse. The site measures approximately 0.1ha. The property benefits from a front garden with hardstanding which provides off street car parking with a large rear garden with a garage. The pedestrian access is via steps fronting Purley Downs Road and the vehicular access fronts North Down. The existing benefits from a rear detached garage which is accessed via a vehicular crossover fronting North Down. The topography of the site slopes upwards from the front (north) of the site to the rear (south) where the land level is approximately 700mm higher to the rear of the site. The land level from the east to the west of the site is generally level but Purley Downs Road is on an incline with it rising to the eastern side. The property is not listed or within a conservation area.
- 3.5 The area is suburban and residential in character, comprising detached properties of varying styles and materials.
- 3.6 Purley Downs Road is not a classified road and the site has a PTAL rating of 1a (low). There are a number of trees (10) surrounding the site and some on the site, none of which are protected by TPOs. The site is at very low risk of surface water flooding.



Figure 2 - Aerial view of site

Planning History

3.7 Site history is set out below.

Reference	Description	Decision	Date
14/03103/P	Alterations to land levels; formation of vehicular access onto North Down and erection of front and side boundary walls	Granted	18.09.2014
14/03103/P	Erection of single/two storey/rear extensions (amendments to planning permission 12/02680/P)	Granted	03.07.2014
12/02680/P	Erection of single/two storey side/rear extensions	Granted	07.11.2012

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides a 57% 3-bed units, the entire scheme is family sized units with the remaining units being 4 bed units and provides a decent quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- Tree removals are to be mitigated by replacement tree planting/landscaping and retained trees within and around the site will be protected.

5.0 CONSULTATIONS

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 was initially publicised by 37 letters of notification to neighbouring properties.

6.2 The number of representations received in response to the public consultations are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually.

6.3 No of individual responses: 117; Objecting: 117; Supporting: 0

6.4 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>Character and design</i>	
Overdevelopment of the site	Addressed in paragraphs 8.13 - 8.17 of this report
Out of keeping, fails to respect the local development pattern, dominates the plot, too close to boundaries, overbearing	
3 storey houses are not in keeping with the area	

The site is on a high point of the road which accentuates its height so it will be dominating in the streetscene	Addressed in paragraph 8.22 of this report. Addressed in paragraph 8.7 of this report.
Flats are not in keeping with the character of the local area.	
The contemporary reinterpretation design approach of the new houses are not in keeping with character of the area	
Demolition of the existing house would result in loss of architectural features e.g. creasing detailing in front hallway	
Should be reduced by at least two houses	
The roof design results in an unsymmetrical profile which is out of keeping with the local context which consists of symmetrical roofs	Given the character analyses of the local context it is considered that in design terms the use of a cat slide style roof would help reduce the bulk and relates well to the local context
The round windows are out of keeping with the local context	Addressed in paragraph 8.20 of this report.
The amount of cycle parking (14 spaces) to the front would result in visual clutter and would be out of keeping with the character	The cycle parking is required to meet London Plan requirements and two cycle parking spaces to the front of each dwelling within Block B would be considered acceptable without resulting in visual clutter. The design details shall be secured via condition.
Failure to accurately represent the impact of the sloping topography	Addressed in paragraph 8.21 of this report.
Highways impacts	
7 car parking spaces for 7 flats insufficient the overspill would result in parking stress along local roads. The development is likely to result in 10 or more cars for 7 units	Addressed in paragraph 8.54 of this report
The junction with North Down given its lack of visibility with the addition of 7 units increased on street parking would further reduce visibility and the increased highway movement would result in the turning becoming more dangerous	Addressed in paragraph 8.53 of this report.
Neighbouring amenity impacts	

Overdevelopment of site with number of windows results in overlooking of neighbouring properties	Addressed in paragraphs 8.31-8.42 of this report
The height and siting of the development would result in loss of daylight and sunlight	
Overdevelopment would result in noise and parking stress	
	It is not considered that noise from the proposed residential use would be out of the ordinary in comparison to other residential uses in the area.
The proposed refuse areas to the front of the properties in North Down will be unsightly and not in keeping with the current properties.	The refuse area to the front would be considered acceptable in scale and its detailed design would be secured by condition.
Impacts on trees and ecology	
Loss and damage of hedges and trees impacting the local environment	Addressed in paragraphs 8.43 – 8.46 of this report. The proposal would provide replacement trees within the front garden and a detailed landscaping plan would be secured via condition.
There are no plans to replace the existing trees & shrubs.	
Quality of accommodation	
Loss of green space	The proposal would maintain adequate landscaped and rear gardens for each dwelling in accordance with London Plan size standards.
Inadequate small gardens for size of property	
Other matters	
Increased dwellings will impact on local already strained amenities such as schools & GPs.	Addressed in paragraphs 8.2 - 8.4 of this report
Inadequate waste and recycling provision	Addressed in paragraph 8.60 of this report
Insufficient infrastructure to support increased population (schools, GPs etc)	The development will make a CIL payment to contribute towards infrastructure and services
Not compatible with the rural / peaceful feel of the area	The proposal is for a residential use in a residential area, which is not

	considered to significantly alter the nature of the area.
Need houses not flats	The proposal is for new family sized dwellings not flats and exceeds the Council's requirement for family sized units (30%) within a development.
Dust impact on residents and their well being	This is not a planning matter. However a CLP would be required via condition outlining details of dust suppression.

6.5 Councillor Yvette Hopley made the following representation and referred the application to Planning Committee:

- Overdevelopment of site
- Garden spaces for proposed dwellings very small
- Cycle and waste storage should not be prominent feature of development
- The development appears cramped on site and out of character with local context
- Breach of sight lines on North Downs
- The proposed building does not respect building line
- Support family sized housing

6.6 Sanderstead Residents Association objected to the proposal:

- Whilst proposal is for houses this is an overdevelopment and dense use of the site
- The attractive visuals of the streetscene along North Down are not a true reflection of the reality
- The cycle and refuse enclosures to the front of Block B will be dominant and untidy features detracting from the overall appearance
- Visualisations fails to show enclosures and this should be shown to reflect reality
- Rear gardens to Block B are small and out of character with locality
- Front amenity areas to Block B are not acceptable and should show their intention for this space
- Whilst rear gardens to Block B exceed minimum size standards the result is direct overlooking of the existing garden at no. 160 Purley Downs Road
- Disagree with applicant stating first 10m of the rear garden at no. 160 would not be overlooked. The first 10m would be overlooked by first and second floor windows of unit 4 within Block B
- Unit 4 of Block B would allow splayed views from windows of the rear garden at no. 160 Purley Downs Road resulting in loss of privacy.
- A similar overlooking situation arising from Unit 1.
- If Block B is reduced to 2 houses it would allow redesign and overcome overlooking concerns, increase garden areas and successfully integrate cycle parking and refuse storage to create an acceptable and harmonious scheme.
- Block A is substantially higher than current house and would appear dominant and obtrusive within the streetscene given its location on the hill it will be highly visible from long views.
- Given three storey height of building this will also substantially encroach on privacy of the garden of 1 Briton Crescent
- Additional parking would result in worsening highway safety given the already dangerous junction with North Down with its lack of visibility due to topography of the land
- There is press coverage about lack of 4 bed family homes in the area. The current house has been well maintained and in recent years has benefitted from sympathetic extension and is the type of house families aspire to in Sanderstead.

- If the site is developed it is recommended for a proposal for a house or pair of semi detached houses at the rear of the garden.
- The applicant is increasing units without consideration for the well being of future occupants and the current pandemic has shown that people want space in their homes with reasonable outside space.

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 New London Plan (2021), 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) (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.
- 7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- 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
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design of the proposal and the impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Impacts on trees
- Landscaping
- Impacts on ecology and biodiversity
- Access, parking and highways impacts
- Waste / Recycling Facilities
- Sustainability and Flood Risk

Principle of Development

8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between

2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site to provide a net increase of 6 homes is acceptable.

- 8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough.
- 8.4 The proposal provides 4 x 3bed units (57%) and 3x 4bed units (43%) in compliance with this target. The existing property on the site is 1 x 5bed family house, so the proposal would result in a net uplift 6 x family-sized dwellings in compliance with policy DM1.2.

Design and impact on the character of the area

- 8.5 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.
- 8.6 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and it large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway.
- 8.7 The existing building is a traditional suburban 2 storey detached property in part white render and brick with a hung tile pitched roof. It does not hold any significant architectural merit and there is no in principle objection to its demolition.
- 8.8 The site is generous in its size and is a rectangular shaped plot and the property on the site fronts Purley Downs Road with a large rear garden and a vehicular crossovers fronting North Down leading to a large front forecourt for parking with soft landscaping along the front and side boundaries. There is fencing along the stretch of this road. There is also detached garage within the rear garden which has gated access with a crossover fronting North Downs. The property also benefits from stepped access from Purley Downs Road adjacent to the semi mature vegetation along the front raised/retaining wall. The site is adjacent to properties to the 160 and no. 156 is separated by North Down. The rear boundary is shared with no. 1 North Down.
- 8.9 The scheme has evolved through two rounds of pre-application discussions with the applicant and their architect.

Site Layout

- 8.10 The proposal would provide a three storey building to the front of the site (Block A) located in a similar location the existing property facing Purley Downs Road and a three storey building (Block B) to the rear of the site fronting North Down and accessed directly from North Down with landscaping to the front. The proposal includes 3 car parking spaces on the front forecourt accessed via the existing crossover fronting North Down, along with an area of landscaping and a pedestrian pathway to the front doors of each house. The proposal would also provide 4 car parking spaces between the two buildings accessed via a new crossover fronting North Down following removal of the existing secondary crossover. The rear gardens of the proposed front building would be adjacent to a soft landscaped area fronting North Down and a bin storage area. The rear block would feature soft landscaping fronting North Down with separate entrance doors to each unit via a dedicated pedestrian pathway leading to front doors of each unit.
- 8.11 The position of the proposed building lines on Purley Downs Road is not considered to project substantially beyond the front and rear building lines of the existing house and would respect the established building line of the houses along this section of the street. The rear depth of the proposed front building would not breach the 45 degree angle taken from nearest habitable windows of the adjacent properties. The width of the front elevation of the building is 15.1m (measured before the chamfered corner) in comparison to the existing width of 14.8m maintaining an acceptable set back from the shared site boundaries in accordance with the relevant SDG guidance regarding relationships to neighbouring boundaries. In addition, the proposed front (Block A) and rear buildings (Block B) achieving an appropriate set back from these properties at nos. 1 - 3 North Down and this creates a more transitional relationship with these properties.
- 8.12 The introduction of a new building to the rear (Block B) of the site would be considered efficient use of the large plot. The rear building facing North Down would be set forward of the established building line of nos. 1 - 3 North Down however given size of the building proposed and that there are other examples (such as opposite the plot size and rear gardens being provided for this new building the siting is considered acceptable and would not appear overly dominant within the streetscene of North Down. Whilst it is recognised that this aspect of the proposal would represent a deviation from the existing pattern within the vicinity of the site, the relevant sections of the SDG regarding development in rear gardens support the principle of positioning development in rear gardens where they are subservient in scale to the existing built form, minimise their impact upon neighbouring amenity.



Figure 3 - Proposed site plan (landscaping plan shown as it is easier to read at a small scale)

- 8.13 The proposed footprint of the rear building (Block B) stepped back from the western and eastern boundary and due to its corner location would not impact on any neighbouring properties (discussed in greater detail below). Given the unique positioning of the site, there is no breach of any 45 degree lines in plan or elevation. In addition, the increased massing and footprint and the addition of a rear building (Block B) is considered to be acceptable given that intensified use of the site is supported and that a high quality design is proposed.
- 8.14 The proposed building responds to the shape of the site with appropriate separation distances from the site boundaries and chamfered western side elevation to the front building and due to its corner location does not impact on any neighbouring properties which is discussed in greater detail below. Sufficient soft landscaping is provided with the site's frontage to both roads and in front of the parking areas to ensure that the proposal accords with the character of the area.



Extract from Suburban Design Guide SPD Figure 2.14b

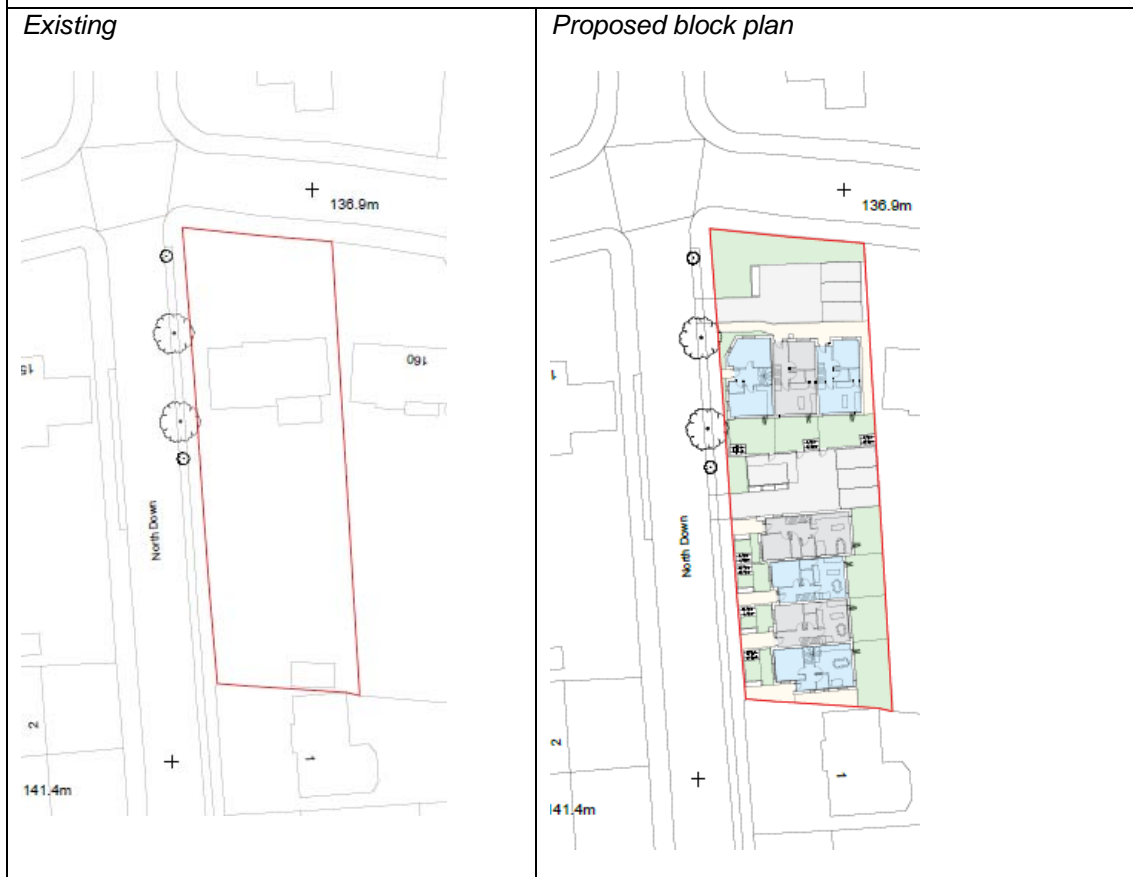


Figure 4 – SDG guidance on corner plots and existing/proposed block plan

8.15 On the basis of the above assessment, the site layout is considered appropriate on this corner plot.

Scale, Height and Massing

8.16 Local Plan policy DM10.1 seeks to achieve a minimum height of 3 storeys on new developments and the Suburban Design Guide SPD indicates that where surrounding buildings are predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained

within the roof space. In addition, the site is a corner plot and a further additional storey and potentially additional mass is encouraged on corner plots.

- 8.17 Whilst the site is a corner plot it is not considered to form a prominent corner site and the Council would not consider a four storey marker building (as advocated by the SDG) to be appropriate in this location given the elevated position due to the slope of Purley Downs Road and the upward slope towards the rear of the site which fronts North Down. The proposed front building would be slightly higher (by approximately 600mm) than the existing building and is considered to strike an appropriate balance between policy objectives of having at least three storeys and marking the corner whilst not creating an over dominating building.
- 8.18 The proposed front building and rear buildings given their roof design would both step down with a cat slide style roof with an eaves height of 3.6m which gives the building some height variation and along with the high quality design approach and landscaping (at the front and side of the respective buildings) helps to ensure the proposed buildings would not appear obtrusive within the streetscene. Therefore the height and scale of the proposed buildings in conjunction with the stepped excavation works to the rear of the site would create a gentle stepped land level along North Down is considered appropriate when viewed from the streetscene of Purley Downs Road and North Down and the buildings would not appear overbearing within the streetscene. As such, the proposed height complies with guidance and is supported.
- 8.19 In regards to the footprint and massing, the chamfered corner adjacent to the western side boundary with the catslide style roof ensures that the building is not overbearing on the frontage of Purley Downs Road.
- 8.20 The proposed rear building given its positioning with a width of 21.8m with stepped elevations and catslide style roof in conjunction with the excavation works to create a gentle stepped land levels along North Down where the land slopes upwards would ensure the building is not overbearing within the streetscene of North Down. The soft landscaping to the front of the site would help enhance the street frontages.
- 8.21 In regards to the topography and land levels, a 700mm high brick retaining wall would be positioned on the front and rear elevation of the rear building would be considered acceptable given its minimal visual impact on the streetscene. The side and rear elevations of the rear building would be visible from the rear gardens of properties along the eastern side of Purley Downs Road (nos. 160, 162 and 164) along with Nos. 1 and 2 North Down however given the distance to the properties and its positioning it is not considered to be overbearing. A gap of 1.3m would also be retained between the south (side) elevation of the building and the skewed site boundary shared with no. 1 North Down.

Appearance and Materials

- 8.22 The design approach is a sympathetic and faithful one which is considered acceptable given the immediate site context. A character analysis has been undertaken and various features from buildings in the surrounding area have been referenced which includes the distinct Arts and Crafts features of nearby

properties along Purley Downs Road, including front gable ends, timber and aluminium windows and brick work in varying tones. The proposed buildings with an Arts and Crafts appearance would be predominantly built of red brick with the upper floors featuring either white brick or a creasing tile wall which would reference the local context and features on the existing building. The tile creasing would also surround the front entrance. The use of circular windows within the chamfered wall is considered an appropriate feature. The proposed buildings reference the way contrasting materials are used at ground floor level in neighbouring properties. The proposed material palette ensures the materials respond appropriately to the surrounding context. The side elevation of block A has been designed with care as this will be visible in the streetscene (fronting the corner) and so has a catslide roof (to minimise the massing), an entrance to respond to typical layouts and orientations and detailed design features to break it up.

- 8.23 The use of materials, individual doors to each unit, window reveals and circular window along with the roof profile would result in a well detailed attractive set of buildings. As proposed, the design of the building is considered to have a positive impact on the streetscene and would accord with relevant guidance of the SDG. However a condition shall be imposed to ensure samples and the specification of the final materials along with detailed drawings of the reveal depths and key junctions/features such as the decorative roof brackets are submitted to and approved in writing by the Council prior to any works commencing on site.
- 8.24 On this basis, the proposal is considered to comply with policies SP4.1 and DM10 as it has an appropriate height, mass and siting on this corner plot and is of a high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

Quality of Accommodation

- 8.25 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units exceed the minimum space standards and internal layouts have been well thought through with adequate storage space. All proposed units are dual aspect and will receive good levels of light. Where high level windows are proposed on the side elevations these would be fitted with obscure glazing to avoid overlooking of neighbouring gardens to the east and south (secured via condition), these habitable rooms are served by other large windows to ensure adequate light.
- 8.26 London Plan policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. Unit 4 on the ground floor (2-bed) is a wheelchair user dwelling, with the appropriate turning circles and adjustments shown on plan. The remaining 90% meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site. There is level access to the front entrance to each of the dwellings within the two blocks. Step-free access to

the amenity space is provided from the units. The proposal complies with accessibility requirements.

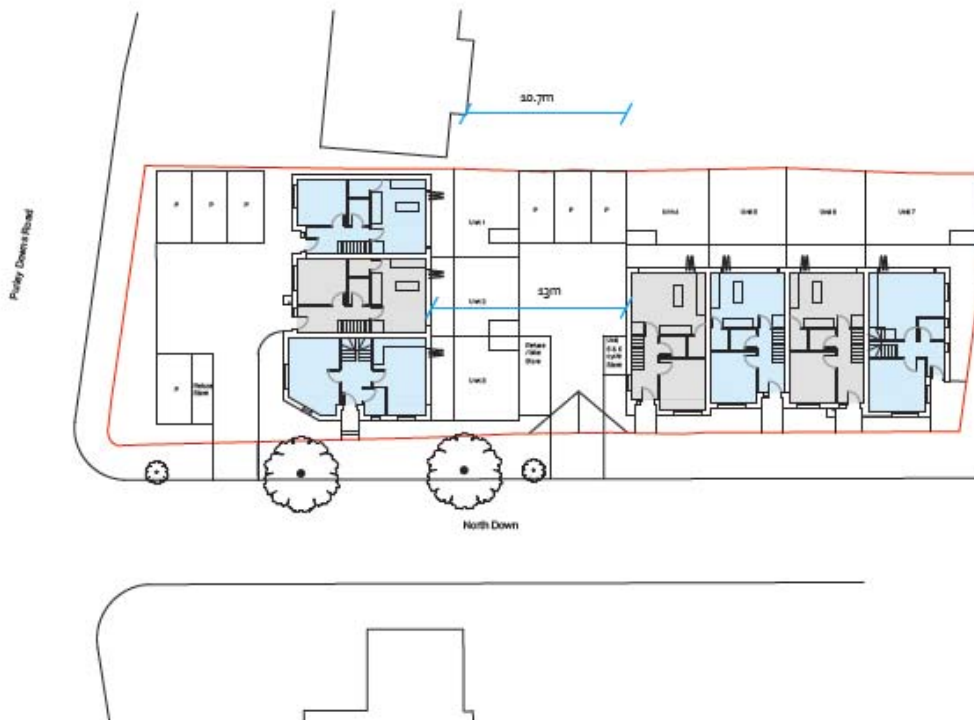
- 8.27 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Private amenity space is provided in the form of private rear gardens for the units which measure between 30 and 32sqm which is considered appropriate for the 3bed/6person and 4bed/8person dwellings and is well in excess of the 10-12m² required. The private amenity spaces are screened by the boundary fences and ensure adequate levels of privacy being maintained for future occupiers.
- 8.28 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.
- 8.29 The proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on Neighbouring Residential Amenity

- 8.30 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and 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.
- 8.31 The nearest residential properties are those adjacent to the site to the east (no. 160 Purley Down Road) and to the south (no.1 North Down). There are no adjoining properties to the west. There are properties to the north and west of the site albeit they are located on the opposite side of the respective streets and given the scale of the proposed development the proposal would not result in any harmful impact on these properties in terms of loss of light, outlook or an increased sense of enclosure.
- 8.32 The depth of the front building does not project substantially beyond the rear elevation of no. 160 Purley Down Road and does not breach the 45 degree line taken from the nearest ground floor and first floor level habitable room window within the front and rear elevations of this property at no. 160 Purley Down Road. The proposal would not overlook the first 10m of the rear garden of this property except in a fashion generally found in suburban areas. Therefore given the height, scale, siting and relationship with this property at no. 160 Purley Down Road it is considered that the proposed front building would not result in any significant harmful impact on the amenities of this property in terms of loss of light, outlook or an increased sense of enclosure.
- 8.33 The proposed rear building (Block B) given its siting would be situated approximately 12m from the rear elevation of the property at no. 160 Purley Down Road and would not overlook the first 10m of the rear garden of this property.

Therefore the proposed rear building would not have any harmful impact on this property in terms of loss of outlook, increased sense of enclosure or loss of privacy.

- 8.34 The side openings featured within the side elevations of the front and rear blocks including the dormer additions would serve W/Cs, hallways and form the secondary window to the living/dining areas and bedrooms which would be fitted with obscure glazing and fixed shut. A condition would be imposed to ensure the windows are fitted with obscure glazing to safeguard neighbouring amenities in terms of overlooking and loss of privacy.
- 8.35 The proposed rear building would be set forward of the adjacent property at no. 1 North Down and would achieve a 45 degree line taken from the nearest habitable room openings at ground and first floor within the front and rear elevations. Therefore the proposed building would not result in any harmful impact on this property in terms of loss of outlook, increased sense of enclosure.
- 8.36 The amount of overlooking of adjacent rear gardens of neighbouring properties from the first floor windows of the proposed front building would be no greater than currently experienced from the first floor windows of the existing house.



Proposed site plan showing relationship with neighbouring properties at nos. 156 and 160 Purley Downs Road

- 8.37 Policy DM10.6 seeks to avoid overlooking of the first 10m of private outdoor space but does not specifically offer protection of rear garden areas. The rear gardens of both properties at no. 160 Purley Downs Road and no.1 North Down

benefit from a relatively high amenity value. Whilst it is acknowledged that the proposed building may have some impact on the rear portions of these gardens, these parts of the garden do not have as strong protection in policy as outlined above and in an suburban environment such as this this relationship is considered acceptable. It is acknowledged that the proposed building to the rear of the site would be likely to create an overbearing presence on the rear garden area given the height of the rear building and its siting close to the side and rear boundaries. Therefore it would be unreasonable to warrant a refusal on the basis of overlooking from the proposed rear building of the rear gardens of these properties at no. 160 Purley Down Road and no. 1 North Down.

- 8.38 The rear building also has a separation distance measuring a maximum of 2m from the southern boundary shared with no. 1 North Down. The side area would not be accessible which will reduce any noise impact towards the garden area of this property at no. 1 North Down. In addition, both proposed buildings would have their rear gardens adjacent to the shared boundaries with no. 160 Purley Down Road and no. 1 North Down and given the existing garden use of this area adjacent to the boundaries with these two properties it is considered that the proposed gardens would not result in any harmful impact in terms of overlooking and loss privacy.
- 8.39 The amount of noise from the new development would be domestic in nature and as such it would be considered unreasonable to warrant a refusal on this basis.
- 8.40 The relationship between the proposed front and rear buildings and opposite side of Purley Downs Road (no. 156 Purley Downs Road) given the openings within the side and front elevations of these proposed buildings and separation distance from the property at no. 158 the proposal would not result in any harmful impact on the amenities of this property.
- 8.41 As the proposed building is located to the south there would be negligible impact on daylight and sunlight levels to the properties on Purley Downs Road and North Down.
- 8.42 It is considered that any potential amenity impacts have been adequately mitigated and the proposal complies with policy DM10.6.

Trees and landscaping

- 8.43 Policy DM10.8 and DM28 seek to retain existing trees and vegetation. There are 10 trees on or around the site and are all classified as category C trees. The proposal seeks to remove 3 trees from the site and a hedge (H4). These include 3 trees within the rear garden area where 2 trees (T5 – Lawson Cypress and T6 - Hawthorn) are adjacent to the western side boundary and 1 tree (T1 - Eucalyptus) to allow for the parking provision and facilitate the construction of the development and allow for the front soft landscaped area to the rear building. The proposal would also require the hedge (H4) to allow for the rear development which is considered acceptable.

- 8.44 These 3 trees within the site are not considered to be specimens of any arboricultural value in the context of visual amenity and this has been agreed by the Council's Trees Officer. The proposal would seek to provide replacement trees (7x) which have been illustrated on the site layout to the front of the building facing onto North Down. The details of these trees would be secured via condition).
- 8.45 The 4 street trees (T1, T8, T9 T10) adjacent to the western side boundary fronting North Down would be retained and a tree protection plan is proposed to ensure these trees are protected during construction and will be conditioned. Some minor incursions into the root protection areas of other trees to be retained would occur. Whilst the specimens are considered to be poor quality damage could occur if inappropriate working practices are used or materials stored in these areas, so a condition is recommended to secure these details.
- 8.46 A total of 7 new trees are proposed on site which would be positioned in the front garden. There would be an overall net gain of 4 trees from within the site, which is considered appropriate to provide enhancements to the area.
- 8.47 Policy 10.8 which requires proposals to incorporate hard and soft landscaping. The landscaping plan includes permeable paving at the front, with a different style of paving shown to demarcate the pedestrian footpaths to the main front entrance and round to the cycle store and bin store. The proposed site layout would provide a landscaped area to the front of Block A adjacent to the car parking and hard surfacing. The scheme also provides landscaping to the chamfered corner of the building and rear gardens along with front and rear gardens to the rear building, Block B. The details of planting and soft landscaping shall be secured via condition.

Impacts on ecology and biodiversity

- 8.48 The site is not within any no habitats of conservation concern are located on the site itself.
- 8.49 In terms of site enhancements, it is recommended that the proposed development includes a more diverse range of flora is introduced to the site including a native wild meadow, as well as a bumblebee box and bug hotel to attract invertebrates to the site. These enhancements will secure net gains for biodiversity and will be required by condition.

Access, Parking and Highway Safety

- 8.50 The site has a Public Transport Accessibility Level (PTAL) of 1A which indicates very poor access to public transport. Purley Downs Road is a bus route. There are no parking or waiting restrictions in proximity to the site.

Access arrangements

- 8.51 The site currently has a vehicle crossover located to the western side fronting North Down. The proposal is to have an additional crossover for the site fronting North Down situated 20m from the edge of the existing crossover; there is a

separate pedestrian pathway to the main front entrances to each proposed dwelling within the front and rear buildings.

- 8.52 The appropriate pedestrian visibility splays can be achieved within the site, and the vehicle visibility splays can also be achieved from the relocated crossover.
- 8.53 Representations have raised concerns about entering and egressing the site in proximity to the junction. The existing crossover being maintained would allow the egress and access of only 3 cars which is not dissimilar to the current arrangement and the new crossover fronting North Down would be around 20m from the junction, given the residential nature along North Down it is considered that so vehicles will not be travelling fast in this area, and the appropriate visibility splays are achieved. The access arrangements are not considered to represent a danger to highway safety.

Car parking

- 8.54 In areas of PTAL 1 in outer London, London Plan policy T6 requires up to 1.5 car parking spaces per 1-2 bed unit and up to 1.5 spaces per 3+ bed unit which would equate to a maximum of 10.5 car parking spaces. 7 car parking spaces are proposed for the 7 houses. It is often not desirable to deliver the maximum amount of parking on site as this can, amongst other things, promote unsustainable travel patterns and result in excessive hardstanding, limiting the scope for soft landscaping. The site is located close to the bus route which travels along Purley Downs Road and is a 20min walk from Sanderstead railway station. The London Plan car parking standards are maximums and, given the need to support sustainable travel, the proposal for 7 spaces could be considered to be in compliance with the London Plan. The Council generally seeks 1:1 car parking on suburban sites such as this and on balance given the amount of parking and the character of the area a parking survey was not required.
- 8.55 Swept paths for the parking spaces are provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. 20% active and 80% passive electric vehicle charging points would be provided in line with London Plan requirement. One disabled car parking space is provided with extra width to enable manoeuvring.
- 8.56 A contribution of £10,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area including on street car clubs with electric vehicle charging points (ECVPs) within the South Croydon / Purley Oaks area as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding would go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Every residential unit to be provided with a minimum 3-year membership to a local car club scheme upon 1st occupation of the unit. Funding will also be used for extension and improvements to walking and cycling routes in the area and improvements to local bus stops to support and encourage sustainable methods of transport.

- 8.57 Conditions will be attached to require a condition survey of the surrounding footways, carriageway and street furniture prior to the start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern. Given the site's location a Construction Logistics Plan (CLP) is required. A draft Construction Management Plan has been submitted but this has not been reviewed in detail so a final version will be required by condition
- 8.58 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

Cycle parking

- 8.59 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 14 cycle parking spaces for residents plus 2 visitor parking spaces. A total of 16 residents cycle parking spaces where 2 cycles is proposed for each unit within the front garden of the rear building (Block B) within a sheltered cycle store which is accessed from the front of the building, plus 2 visitor cycle parking next to the new vehicular access. The houses within the front building (Block A) would have cycle storage for 2 cycles within the rear garden accessed via rear gates. The siting of the cycle parking is considered appropriate. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

Waste / Recycling Facilities

- 8.60 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is proposed within the rear forecourt accessed directly from the rear gardens of each dwelling within Block A. The houses within Block B would have individual refuse storage within the front gardens adjacent to the cycle parking spaces. The proposed scheme would also provide bulky goods storage within the front parking area for Block A which is considered acceptable in size and siting. The details of refuse storage along with adequate bin capacity sizes of 1280L (given the ample space within the bin store area) this shall be secured via condition.

Flood Risk and Energy Efficiency

Flood risk

- 8.61 The site is located within an area at very low risk of surface water flooding. The site is also in area where there is potential for groundwater flooding at the surface but there has been no instances of groundwater flooding within the vicinity of the site.
- 8.62 The applicant has submitted a Flood Risk and Surface Water Management Statement in support of the application. The site is situated within Flood Zone 1 which is considered to have a very low probability of fluvial or tidal flooding. Whilst the site does lie within a Critical Drainage Area as well as a location which has the potential for groundwater flooding to occur at surface, it should be noted that due to the site's topography the site is at low risk from surface water flooding and groundwater flooding.

- 8.63 The applicant proposes sustainable drainage measures for the proposed development in accordance with Policy DM25 of the Local Plan with all surface water runoff from hardstanding areas managed through a combination through of permeable paving and planting strategy and site wide SuDs.
- 8.64 A condition shall be imposed to require further details of the proposed sustainable drainage measures in accordance with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

- 8.65 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013) as outlined in the submitted Energy Statement by BASE Energy, and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.66 The provision of 7 dwellings in this location is acceptable in principle. The proposed design, massing, site layout and quality of accommodation is acceptable, with good quality landscaping, private amenity space proposed. Some tree losses are proposed but compensatory planting and landscaping would be provided. Amenity impacts on neighbouring properties are minimal and where present have been successfully mitigated. The proposed 7 car parking spaces are considered acceptable. The proposal is also acceptable on ecology, flooding and sustainability grounds.
- 8.67 All material considerations have been taken into account, including responses to the public consultation. 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.

Other matters

- 8.68 A Fire Safety Strategy has been submitted as required by policy D12 of the London Plan
- 8.69 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.70 All other planning considerations including equalities have been taken into account.