

1.0 APPLICATION DETAILS

Ref: 22/00419/FUL
 Location: 9 The Spinney, Purley CR8 1AB
 Ward: Purley Oaks And Riddlesdown
 Description: Demolition of existing property and garage and erection of 5 x 3 storey town houses with associated parking & landscaping.
 Drawing Nos: 5974; 2021-368-PL001; 100-08; 101-08; 102-08; 103-08; 150-07; 151-07; 200-07; 201-07; 202-07; 203-07; 204-07; 300-07; 301-07; 160-07.
 Agent: Paul Lewis, Altham Lewis Architects
 Applicant: Novo Land & Development Ltd
 Case Officer: Yvette Ralston

	3 bed	4 bed	TOTAL
Existing	1		1
Proposed		5	5

All units are proposed to be market housing

Number of car parking spaces	Number of cycle parking spaces
5	10

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

- Objections above the threshold in the Committee Consideration Criteria
- Referral to Planning Committee by Cllr Simon Hoar

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:

- Sustainable transport contribution of £7,500
- Monitoring fee
- Payment of the Council's reasonable legal costs.

2.2 That the Director of Planning & Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning & Sustainable Regeneration 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 Logistics Plan
4. Construction Environmental Management Plan for Biodiversity
5. Restrictions on operations involving invasive non-native species

Prior to above ground works

6. Submission of materials / design details
7. Submission of Biodiversity Enhancement Strategy
8. Submission of wildlife sensitive lighting design scheme
9. Submission of final SUDS details

Pre-occupation / compliance conditions

10. Compliance with Arboricultural Assessment and Tree Protection Plan
11. Compliance with Ecological Appraisal recommendations
12. Compliance with Landscaping Plan
13. Refuse and cycle storage to be implemented in accordance with plans
14. Car parking to be implemented in accordance with plans and no boundary treatments above 0.6m in the sightlines
15. Installation of EVCPs in accordance with Building Regulations requirements
16. Delivery 4 x M4(1) accessible units and 1 x M4(2) or M4(3) accessible units.
17. Compliance with energy and water efficiency requirements
18. Compliance with requirements of the Fire Statement
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

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. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application seeks full planning permission for the following:
 - To demolish the existing 2-storey property
 - To erect a terrace of 5 x 3-storey family homes fronting Selcroft Road, with 5 private gardens adjoining The Spinney
 - 5 car parking spaces on site accessed via Selcroft Road

- Private cycle stores and a communal refuse store



Proposed CGI

- 3.2 During the assessment of the application, minor amendments to the brick/design detailing were made to respond to Officer's comments.. An updated Arboricultural report was also received in response to residents observations, and a Landscaping Plan was submitted in response to comments from the Council's Tree Officer. These amendments were not material in nature and did not require public re-consultation.

Site and Surroundings

- 3.3 The application site lies on the corner of Selcroft Road, Warren Road and The Spinney. Warren Road to the north of the site slopes upwards from west to east, whilst Selcroft Road and The Spinney slope upwards from north to south. The property on the site is 2-storeys, clad in white render and brick with a tiled pitched roof. It is currently accessed via The Spinney. The plot is spacious and is surrounded by trees on all sides, which are all subject to Tree Protection Orders (TPOs) and there are 3 street trees outside the site on Warren Road.
- 3.4 The surrounding area comprises a mix of detached dwellings, flatted blocks and short rows of terraced houses. The site has a Public Transport Accessibility

Level (PTAL) of 1b and the nearest train station is Purley which is an 800m walk.



Aerial view of site

Planning History

- 3.5 21/02997/FUL: Demolition of dwelling on the site and erection of a 3 storey block plus roof accommodation comprising 7 flats plus 2 houses (9 units total) with associated car parking, amenity space and landscaping. – application withdrawn 14.02.2022
- 3.6 12/03568/P: Conversion to form 3 studio and 1 two bedroom flats (amended description) – refused 18.02.2013
- 3.7 10/02950/P: Erection of two storey front and single storey side and rear extensions – granted 01.11.2010

Pre-application history

- 3.8 21/05854/PRE: Demolition of detached dwelling and replacement with 5 terraced town houses.

- 3.9 20/06377/PRE; 20/03201/PRE & 20/01327/PRE: Demolition of existing two storey detached dwelling and erection of a three storey building (with roof accommodation) comprising 7 self-contained flats (1x3 bed, 1x 2 bed and 5x2 bed) with communal lift and erection of a pair of two storey semi-detached dwellings (2x 4 bed); hard and soft landscaping; vehicular parking including new crossover along Selcroft Road; amenity/communal/place space; removal of trees; boundary treatment and refuse and cycle storage.

Tree applications

- 3.10 90/01993/T: Fell norway maple (tpo no 57) – granted 12.09.1990
- 3.11 85/00934/T: Crown thin by 25% 2 norway maples and horse chestnut; crown lift norway maple and fell silver birch (tpo no 57) – granted 21.05.1985

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential use (net increase of 4 units) is acceptable given the site's residential location.
- The proposal is for 5 x family sized homes, contributing towards the Council's need for such homes.
- The design and appearance of the development is acceptable.
- The proposed development has been sited to avoid impacts on the most valuable trees, with replacement planting proposed to mitigate losses.
- The living conditions of adjoining occupiers would not be harmed.
- The proposed level of on-site parking (1:1) and impact upon the local transport network is considered acceptable given the low parking stress in the vicinity and walking distance to Purley station.
- The proposed flooding and sustainable drainage measures and impacts on ecology are acceptable subject to conditions.

5.0 CONSULTATIONS

5.1 Discussion with internal consultees within the Planning Service including Spatial Planning (Design), Highways and Trees has taken place and is referred to within the report as appropriate.

5.2 Comments from external consultees have been received as follows:

Ecology

5.4 No ecological objections subject to securing biodiversity mitigation and enhancement measures. More detail is provided in paragraphs 8.49-8.52 of this report.

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 7 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 22; Objecting: 17; Supporting: 4; Neutral: 1

6.3 The following objections 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
<p><u>Impact on trees</u></p> <ul style="list-style-type: none"> • Loss of too many trees along the Warren Road boundary • Trees 9, 12, 13, 14, 21 should be categorised at category B trees. • Loss of hedge along The Spinney unnecessary • 8 replacement trees is insufficient and would not replace the canopy volume. There should be 10 replacement semi-mature trees as a minimum • Landscape plan should be provided. • Inconsistencies in the tree report and scaling errors. • T8, T13 and T14 could be retained. 	<p>Addressed in paragraphs 8.25-8.30 of this report</p> <p>The Council's Tree Officer is familiar with the site and has raised no objection to the categorisation.</p> <p>The hedge along The Spinney is to be retained.</p> <p>The Council's Tree Officer suggested that 5 heavy duty trees should be planted to mitigate the loss, with more if there is space to do so. The proposal for 8 replants is acceptable.</p> <p>Landscape Plan has been provided and was uploaded to the web on 12/09/22.</p> <p>The tree report has been updated to reflect neighbour's comments. The amendments were:</p> <ul style="list-style-type: none"> • T10 Sycamore was originally classified as a category B tree on the tree schedule but category C within the main body of the report and tree plans. This tree has been confirmed as a category C specimen within the tree schedule in order to accord with the main submitted report and plans. • The Arboricultural impact plan and tree protection plan had shown a number of trees in slightly incorrect positions, the correct positions were however shown on the submitted tree constraints plan. The tree positions in these reports have now been clarified and accord with the tree

	constraints plan. Please note, this does not change the outcome with regards to the proposed tree retention and removal plans.
<u>Highways impacts</u> <ul style="list-style-type: none"> • Parking survey was undertaken during lockdown. • Overdevelopment of Selcroft Road. Cumulative impacts on the road should be considered • Inadequate car parking • Safety of pedestrians and cyclists the junction would be put at risk 	Addressed in paragraphs 8.37-8.48 of this report
<u>Design and character</u> <ul style="list-style-type: none"> • Design is out of keeping with verdant character of area • Proposed bricks are out of keeping • CGIs do not show the unattractive side elevation along Warren Road or the closeboard fencing • Fence panels would be unattractive • Scale, mass bulk form and design harmful to character • Edges too close to boundaries • Overdevelopment of the area / site (this is the 10th scheme for redevelopment in the vicinity) 	Addressed in paragraphs 8.7-8.16 of this report.
<u>Ecology</u> <ul style="list-style-type: none"> • Impacts on habitats on the site • No net gain for biodiversity on the site, rather a loss 	Addressed in paragraphs 8.490-8.52 of this report.
<u>Other</u> <ul style="list-style-type: none"> • Impacts on Purley's health, education and leisure infrastructure • Overlooking to number 49 Selcroft Road • No solar panels • This application runs parallel to a flat application on the site 	<ul style="list-style-type: none"> • A CIL contribution would be provided towards local infrastructure. • This property is a significant distance from the application site and would not be impacted. • Solar panels are not a requirement. • The previous application on the site ref: 21/02997/FUL for 7 flats and 2 houses has been withdrawn.

6.4 The Purley and Woodcote Residents Association objects to the proposal on the following grounds:

- Loss of family home
- Overdevelopment resulting in inadequate amenity space
- Design out of keeping due to massing, form, layout and appearance
- Detrimental amenity impacts on neighbouring properties
- Inadequate car parking

6.5 Cllr Simon Hoar objects to the proposal and refers the application to the Planning Committee on the following grounds:

- Overdevelopment of the site
- Lack of sufficient parking
- Out of keeping with the area

6.6 Cllr Helen Redfern objects to the proposal and refers the application to the Planning Committee on the following grounds:

- Subdivision into 5 separate plots is over-intensification
- The plans show a spacious plot with parkland. The reality is that the 5 homes will have to be small and squeezed onto the site
- Modern red brick homes would be conspicuous within the neighbourhood, particularly with reduced tree screening
- Trees and shrubs would be removed
- CAVAT figures for tree losses not considered
- Terrace is too close to the property to the south
- Insufficient space for refuse and recycling

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 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) (2021). 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
- S12 Flood risk management
- S13 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

- 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
- Housing tenure and mix
- Design and impact on the character of the area
- Quality of accommodation
- Trees and landscaping
- Impact on neighbouring residential amenity
- Access, parking and highways impacts
- Ecology
- Flood risk
- Energy and water efficiency

Principle of Development

8.2 The existing use of the site is residential and as such the principle of redeveloping the site for residential purposes is acceptable.

8.3 The London Plan (2021) sets a minimum ten-year target for the borough of 20,790 new homes over the period 2019-2029. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes. 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. Policy H2 states that boroughs should pro-actively support well-designed new homes on small sites below 0.25 hectares in size (the application site is 0.11ha).

8.4 London Plan policy H1 states that boroughs should optimise housing delivery on sites of PTAL 3-6 or within 800m of a train station or town centre boundary. The site has a PTAL of 1b and is an 800m walk from Purley train station. The site is therefore suitable for some intensification (when assessed against policy H1), and the proposal for 5 units (net increase of 4) is considered to be an appropriate level of intensification on a spacious, corner plot retaining significant landscaping and gardens.

Housing tenure and size mix

Tenure

8.5 The proposed scheme for 5 units would not trigger affordable housing contributions in line with policy SP2 and London Plan policy H4 or H5.

Unit size mix

8.6 Local Plan policy DM1.2 seeks to prevent the net loss of small family sized homes. Local Plan policy SP2.7 sets a strategic target for 30% of all new homes

over the plan period to have 3 or more bedrooms to ensure that the borough's need for family sized units is met, and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes. The proposal is for 5 x 4-bed homes which are designed as townhouses. 3 of the homes would be 'Type A' 4b6p and 2 would be 'Type B' 4b7p homes. This is acceptable and complies with the requirements of policy SP2.7.

Design and impact on the character of the area

- 8.7 The existing building on the site is a 2-storey detached property in white render and brick with a pitched, tiled roof. It is orientated towards and accessed from The Spinney. There is no in principle objection to its demolition
- 8.8 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. 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. London Plan policy D3 states that a design-led approach should be pursued and that proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 8.9 The proposal is for a row of 5 townhouses with a staggered front building line accessed via a new crossover on Selcroft Road. The houses would be 3 storeys in height with accommodation within the third floor/roof level. The ridge height of the proposed house closest to the immediate neighbour at 8 The Spinney would be approximately 1.4m higher than number 8. The heights of the 5 houses would step down gradually towards Warren Road following the slope of the land. The proposed height is considered to sit comfortably within its surroundings. The stepped front building line helps to break up the mass.
- 8.10 The houses would be positioned with a gap of 1.25m to 2.4m from the southern boundary (adjacent to the double garage at number 8 The Spinney), with the side elevation being in the same position as the side elevation of the existing property on the site. There would be a gap of around 9m to the northern boundary (with Warren Road), and larger gaps to the front (Selcroft Road) and rear (The Spinney) of the site. The front building line of the proposed houses would align with the rear building line of number 8 The Spinney. The proposed building footprints have been informed by the position of tree roots across the site; this is discussed in more detail later.
- 8.11 The orientation of the site would be flipped, so the houses would be accessed from Selcroft Road rather than the Spinney. This is considered to be sensible as the Spinney is a small, narrow private road and the proposed gentle intensification of the site would lead to a small increase in car movements, so access via Selcroft Road would result in a reduction of vehicular movements on The Spinney. The existing access point on the Spinney would be removed and the dropped kerb would be reinstated. Space for parking 5 cars is proposed on the southwest corner of the site. There is an existing garage on the site in this location (which would be removed). The car parking area would remain raised

(as per the existing situation) to avoid excavation into tree roots that are present against the existing retaining steps. The option of orientating the houses towards Warren Road was considered but ruled out because the presence of tree roots on this side of the site would make access difficult and the retention of existing trees was prioritised.

- 8.12 The site slopes downwards towards the corner, i.e. from south to north down Selcroft Road and from east to west down Warren Road. The existing sloping topography would largely be retained across the site, with an element of excavation required to regularise the slope and enable the houses to sit appropriately on the land. A 1.2m wide pedestrian entrance is proposed from Warren Road, leading to the separate entrances of each house. This entrance would also be used by refuse operatives for collecting bins from the shared refuse collection point on the north side of the site. The refuse collection area is appropriately screened from Warren Road by planting. The remainder of the area on the front of the site (Selcroft Road) would comprise shared landscaping and existing mature trees would be retained.
- 8.13 Each house would have rear gardens adjoining the Spinney. Existing trees on this boundary would be retained, and a closeboard fence would be erected along with additional hedging. The site boundaries along Warren Road and Selcroft Road would comprise trees and hedging (not fencing) to enhance the verdant streetscene.
- 8.14 Overall, the proposed building footprint does not dominate the site, successfully retains sufficient soft landscaping and tree coverage across the site, with hardstanding kept to a minimum. The proposal is considered to be of an appropriate height and mass and to work successfully with the sloping topography.
- 8.15 In terms of appearance and materiality, the proposed design approach is simple and contemporary. The design does not replicate the architecture in the area, but the surrounding architecture is varied and includes terrace typologies in close proximity on Hill View Close and The Holt. The simplicity of the design is supported, with successful details included such as window reveals and a split colour around the window frames to accentuate shadow lines and reveal depths. The proportions of the window and design of the doors have drawn upon the surrounding context.
- 8.16 The proposed materials are red/brown brick with darker brick on the ground floor and lighter brick above. This responds to the style of dwellings in the vicinity which feature a mixed material palette comprising white render, brown bricks and other styles of cladding. There are examples of gable style roofs in the vicinity. The proposed materials are detailed in the Design and Access Statement and final detailed materials information would be secured by condition. Overall, the proposal is considered to be a of a high quality design that respects and enhances the character of the area and contributes positively to the streetscene.

Quality of Accommodation

Internal private space

- 8.17 The National Design Guide states that well designed homes should be functional, accessible and sustainable. 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 and requires that 75% of the GIA of each dwelling has a floor to ceiling height of over 2.5m.
- 8.18 All proposed units are dual aspect with their main outlook towards the front and back. The dwelling at the end of the terrace would also have a third aspect looking towards Warren Road. The bedrooms at roof level would have outlook towards the front or back and would also be served by rooflights.
- 8.19 There is variation between the proposed layout of house types A and B. Type A has a large open plan living room and kitchen at ground floor and a small study, with a second living room at first floor level with 4 bedrooms and 3 bathrooms. Type B has a separate living room and kitchen at ground floor level with 4 bedrooms and a study at upper floors and 3 bathrooms. Both have good sized entrance hallways with covered porches, and storage space is shown internally. The proposed layouts would offer a good quality of accommodation for future occupiers.

Accessibility

- 8.20 London Plan policy D7 requires 10% of new-build housing to be M4(3) 'wheelchair user dwellings' and the remainder M4(2) 'accessible and adaptable'. In order for dwellings to comply with M4(2) or M4(3) requirements, it is necessary for all units to achieve step free access to the front door and the facilities of the site (including the bin store). Pedestrian access to all dwellings would be provided via the pedestrian path from Warren Road which has a gradient of 1:12 which is an appropriately gentle gradient to be considered 'step-free'. This path also provides step-free access to the bin store, and there is step free access through each dwelling to the rear garden and individual bike stores.
- 8.21 The unit at the top of the terrace (closest to 8 The Spinney) would achieve M4(3) complaint standards. A space for wheelchair storage is shown within the ground floor of this unit. The 1:12 gradient to the communal bin store is too steep for wheelchair access (but acceptable for step-free access) so a separate external bin store is provided for this unit between the car park manoeuvring area and the house. Level access to the front door of this property can be gained via the vehicle entrance on Selcroft Road.
- 8.22 The internal layout of each unit also show how lifts could be accommodation within each unit should the individual occupiers choose to install them.
- 8.23 An appropriately worded condition would be attached to any permission requiring the end of terrace unit to achieve M4(3) standards and the remainder would achieve M4(2) standards, in compliance with London Plan policy D7.

External space

8.24 Policy DM10.4 of the Local Plan and policy D6 of the London require 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. All units would have private gardens at the rear, ranging in size from 54sqm to 143sqm. Gardens would adjoin The Spinney to the rear and would be separated from each other by closeboard fences. Gardens would comprise a patio space and grass with cycle storage at the rear. At the front of the site on Selcroft Road, a shared area of landscaping would be provided, trees would be retained, and refuse storage would be provided.

Fire safety

8.25 A Fire Statement has been provided in line with London Plan policy D12. This outlines that a fire tender could be parked on the front, side or rear of the site to gain access. There is space around the buildings for residents to seek refuge in case of fire. Internally, features such as fire alarms and smoke alarms would be appropriately provided within the buildings and construction techniques to minimise fire spread would be incorporated. Details provided are proportionate to the scale of the proposed development.

Trees and landscaping

8.26 Local Plan policy DM28 and London Plan policy T7 seek to retain existing trees and vegetation. All trees on The Spinney are protected by a Tree Protection Order (TPO 57). The site has trees on the boundaries along Selcroft Road, Warren Road and The Spinney, and there are also 3 street trees outside the site on Warren Road. The proposed development has been sited to ensure the best quality trees are not impacted by the proposal.

8.27 The Arboricultural Impact Assessment assesses a total of 27 trees on and adjacent to the site. There are a total of 10 trees proposed for removal, of which 3 are category U trees (T8, T11, T4) which should be removed for arboricultural reasons and 7 are category C trees which require removal to facilitate development. The trees proposed for removal are located primarily on the northern edge of the site along Warren Road (T8, T9, T10, T11, T12, T13, T14), 1 adjacent to The Spinney (T18), 1 adjacent to Selcroft Road (T27) and 1 on the south side of the site (T4). It is proposed that these removals would be mitigated by replanting of 9 replacement trees located predominantly along Warren Road and The Spinney.

8.28 The existing prominent group of trees on the north west corner of the site and along Selcroft Road would be retained. Works are proposed to some of these trees to remove ivy and reduce their overhang over the roads. These trees would continue to offer screening to the site. In addition, existing hedging along The Spinney is proposed for retention, with new native planting in the shared landscaped area fronting Selcroft Road. The existing green character of the site would be retained by the proposed development. These details are shown in the planting plan submitted and have been approved by the Council's Tree Officer.

The landscaping proposal complies with the requirements of Local Plan policy DM10.8 which requires proposals to incorporate hard and soft landscaping.

- 8.29 An exploratory root dig was carried out in the RPZ of T6 (mature category B Norway Maple tree) in proximity to the car parking area it is concluded that the retaining wall can be replaced and a porous cellular confinement system can be installed below the proposed parking spaces without damaging these roots.
- 8.30 In terms of impacts on retained trees, some trees (T1, T2, T6, T7, T21, T22, T26) would experience root incursions as a result of development proposal. These root incursions would be small, between 2% and 8%. An Arboricultural Method Statement and Tree Protection Plan has been submitted outlining where protective fencing, ground protection and construction exclusion zones would be located, as well as the methodology for protecting retained trees and their roots. Details have been reviewed by the Council's Tree Officer and no objection has been raised. An appropriate condition would be attached to ensure compliance.
- 8.31 The proposal is considered to comply with Local Plan policy DM10.8 and DM28 and London Plan policies T5 and T7.

Impacts on neighbouring residential amenity

- 8.32 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. The only adjoining property is 8 The Spinney adjoining to the south.

8 The Spinney

- 8.33 Number 8 The Spinney adjoins the site to the south. It has an attached single storey garage on its north side and its main area of outside amenity space is to its south side. It has no side facing windows facing the application site and there are no side facing windows proposed on the end of terrace house facing number 8. No overlooking or privacy concerns towards the property or amenity space are raised.
- 8.34 The separation distance between the new end of terrace property on the application site and the side elevation of number 8 would be 7.5m. The side elevation is in the same position as the existing property on the site, although shifted approximately 1.8m back from Selcroft Road and with greater depth. There would be no breach of the BRE 45-degree line drawn in plan from the front window of number 8, so the footprint would not impact upon daylight and sunlight to number 8.

1 The Spinney

- 8.35 Number 1 The Spinney is located on the opposite side of the Spinney to the application site. The separation distance between the rear elevation of the proposed dwellings to the front elevation of number 1 would be approximately 25m. Currently the application site is accessed via the Spinney, but this access

would be closed off with a fence and hedging and no cars would be entering the application site via The Spinney, so no amenity impacts on the property opposite are raised.

- 8.36 It would be possible to gain long distance views from the upper floor rear windows of the new dwellings towards the general vicinity of 1 The Spinney but these would be towards the front of the dwelling which is visible from the highway anyway. There are existing trees in the southwest corner of the site which offer screening and would be retained.

Other properties

- 8.37 The other closest properties to the site are on the opposite side of Selcroft Road or Warren Road, which are public highways. Also the site would remain screened by trees. No amenity impacts on any neighbouring properties are raised so the proposal complies with Local Plan policy DM10.6.

Access, Parking and Highway Safety

Access arrangements

- 8.38 The site has a Public Transport Accessibility Level (PTAL) of 1b which indicates very poor access to public transport. The site is however an 800m walk from Purley Train Station which is within the TFL recommended 960m walking distance.
- 8.39 The site is currently accessed via The Spinney, which is a small private road. The proposal is to introduce a 4m wide vehicle crossover on Selcroft Road and to close off the entrance on The Spinney. This proposal is acceptable and would be beneficial to residents on The Spinney. The crossover arrangements are acceptable and would be agreed through a S278 Agreement between the applicant and the Council.
- 8.40 Pedestrian visibility splays for the whole width of the vehicle access are shown on the plan within the site boundaries, and a condition would be attached to ensure there are no obstructions above 0.6m within the sightlines. The appropriate vehicle visibility splays of 2.4m x 25m are shown and vehicular tracking diagrams have been provided using the required 4.8m car demonstrating that there is sufficient space for vehicles to move into and out of each parking space.
- 8.41 A 1.2m to 2m wide pedestrian access point is proposed from Warren Road providing access to the front door of each house. The gradient of this access point is discussed above.
- 8.42 A contribution of £7,500 would be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area in line with Local Plan policies SP8.12 and SP8.13.

Car parking

- 8.43 London Plan policy T6.1 states that in areas of PTAL 1b in outer London the maximum car parking provision should be 1.5 spaces per dwelling. This would equate to a maximum of 7.5 spaces. 5 spaces are proposed for the 5 dwellings which is policy compliant and is acceptable.
- 8.44 The applicant has undertaken 2 parking stress surveys to establish whether there is capacity on local roads for overspill parking. The first survey was undertaken on 30th June 2020 (05:00) and 2nd July 2020 (16:30) during lockdown. Parking stress was found to be 28% which is low, meaning that there would be space on the road if necessary for 2-3 overspill cars from the site. A follow-up parking stress survey was undertaken on 24 June 2022 (02:30) and 28 June 2022 (15:45) post-lockdown. Parking stress was found to be 34% on average across the 2 surveys (116 spaces in total, 39 cars parked). There are no car parking restrictions as the area is not within a CPZ. These surveys demonstrate that there is some capacity for some overspill parking onto the local streets if necessary.
- 8.45 A cumulative car parking assessment has also been undertaken assessing the cumulative impact of committed developments in the vicinity. This assessment outlines that parking demand from 6 nearby developments could generate a maximum of 11 overspill cars onto the streets in the vicinity of the site, and it is concluded that there would be capacity for this given the low parking stress in the area.
- 8.46 2 EV spaces are proposed. A condition would be attached to ensure the remaining 3 spaces have passive EV provision in accordance with Local Plan policy DM30 and London Plan policy T6.1.

Cycle parking

- 8.47 Policy DM30 and London Plan policy T5 would require provision of a total of 10 cycle parking spaces (2 per house). Each house would have an individual cycle store in the rear garden with space for 2 bikes. This is acceptable.

Waste / Recycling Facilities and servicing

- 8.48 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The proposal is for the main bin store to be located on the northwest corner of the site, accessed via the pedestrian path from Warren Road. The bin store would have space for 4 x 1280L bins which is sufficient. The bin store would be clad in brick to match the main dwellings, with black painted timber gates. A space for leaving bulky waste is also proposed adjacent to the bin store. The drag distance for operatives from the refuse store to the highway would be acceptable (less than 20m) and the width of the path at 2m is acceptable. The walk distance for residents (less than 30m) would also be acceptable. The submitted details comply with guidance in the Croydon Waste and Recycling in Planning Policy Document (2015).
- 8.49 As discussed above, an additional individual bin store would be provided outside the end of terrace house to enable this property to be M4(3) compliant. Bins could be collected via Selcroft Road. A condition would be attached requiring submission of final bin store details.

Ecology

- 8.50 Local Plan policy DM27 and London Plan policy G6 seeks to protect and enhance biodiversity in the borough. The site is not particularly sensitive in terms of ecology. A Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment Survey has been submitted along with Bat Transect Activity Surveys and Bat Emergence and Re-entrance Surveys. All documents have been reviewed by the council's ecology advisor and no objection has been raised subject to securing biodiversity mitigation and enhancement measures
- 8.51 The PEA assesses the likely impacts of development on Designated sites, Protected and Priority species / habitats. It is concluded that the proposed development would have no impact on nearby designated sites (Foxley Wood LNR) as there is no connectivity to the site, and no impact on priority habitats, and is not of a sufficient scale to have an impact on notable invertebrates. No impact on dormice is identified. Non-native invasive species would be disposed of on-site using appropriate methodologies. Various precautionary recommendations are made: works should be undertaken outside of bird nesting season; a precautionary approach to reptiles is recommended; A Reasonable Avoidance Measures (RAMs) approach for Great Crested Newts and other amphibians is recommended; and no impacts on any badger setts or hedgehogs is identified but a precautionary approach is recommended.
- 8.52 The PEA recommended one bat emergence/re-entry survey is undertaken to confirm presence/likely-absence of a bat roost in the building. The survey was undertaken on 28/05/2021 and no roost was identified. It is concluded that there is a likely absence of bat roosting within the building and no bat licence is required. Bat transect activity surveys were undertaken on 15/09/21 and 01/10/21 and a likely absence of bat roosts within the trees on site has been concluded. No bats were seen emerging from the trees during the surveys, and no trees exhibited evidence of bat use through habitable features such as splits/cracks in branches, trunk hollows, knot holes or sheltered areas. A European Protected Species Mitigation Licence (EPSML) would not be required
- 8.53 The Council has no ecological objection to the proposal subject to conditions to require all works to be undertaken in accordance with the ecological appraisal recommendations, submission of a Construction Environmental Management Plan prior to commencement, restrictions on operations involving non-native species and submission of a biodiversity enhancement strategy and a wildlife sensitive lighting design scheme.

Flood Risk

- 8.54 London Plan policy SI13 requires developments to achieve greenfield runoff rates and to manage surface water as close to source as possible by following the drainage hierarchy. Local Plan policies SP6 and DM25 require all developments to incorporate SUDS to reduce surface water runoff and provide water treatment on site. The site is within flood zone 1 and at low risk of surface water flooding.

8.55 The proposed surface water disposal strategy involves soakaways for water arising from the roofs of the dwellings, permeable paving for all area of hardstanding, and a water butt for each dwelling. This is acceptable and full details would be required by condition.

Energy and water Efficiency

8.56 In order to ensure that the proposed development is constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition would 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), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

8.57 The provision of 5 new homes in this location is acceptable in principle. The proposed site layout and design of the scheme is considered to be appropriate to the site given the immediately surrounding character and context. The quality of accommodation and the quantum of on-site car parking is acceptable. Impacts on neighbouring amenity, trees, landscaping, ecology and flood risk have all found to be acceptable.

8.58 All material considerations have been taken into account, including responses to the public consultation. Considering the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is acceptable in planning policy terms subject to the s.106 obligations and conditions outlined above.

Other matters

8.59 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.60 All other planning considerations including equalities have been considered.