

PLANNING COMMITTEE
Thursday 4th April 2024

- ADDENDUM TO AGENDA -

ITEM 5.1: 21/01753/FUL – 26 to 52 Whytecliffe Road South and Purley Station Car Park

Please note that the officer's report labelled the item as 6.1. This is incorrect and is in fact 5.1.

Consultation

Network Rail have written to confirm that they support the application.

Day Aggregates have since the publishing of the report recommended a condition that would satisfy if applied to the planning permission decision would result in them removing their holding objection. The relevant condition wording is located at the end of this addendum. Officers have reviewed the condition wording and consider it to be appropriate, as such recommended to be secured as part of the current recommendation. The applicant has also confirmed that there is no objection to the wording.

Sunlight and Daylight

63 Whytecliffe Road

The following five paragraphs supersede 9.111 of the original officer report:

Since the publication of the committee report, additional BRE testing has been undertaken measuring the impact of the development on the approved (reference 19/02109/FUL) and under construction development at 63 Whytecliffe Road South.

There are two flats proposed to be located at third floor level, a studio and one bedroom flat, each have two windows that face towards the development. All four windows fail BRE VSC test.

The two windows serving the studio once they are built would have a VSC of 11.8, which would be reduced to 6.2 (42% reduction) and 6.8 (42% reduction) as a result of the development. However, both windows are located within a loggia, which once the impact of has been removed, results in these windows having a VSC of 27.8% (78% reduction) and 27% (79% reduction). The daylight VSC performance is therefore can be attributed to result of current design choices made at 63 Whytecliffe Road South. In terms of NSL the room only marginally fails NSL test, scoring 0.79 below a benchmark of 0.8.

Both windows serving the studio would see a notable reduction in sunlight that fails BRE. The relevant room currently have a score of 8% for winter, and 21% in terms of Annual Probable Sunlight Hours (APSH), which would be reduced to 2% and 15%, a

29% reduction. With the impact of balconies removed, the results then comply, with winter score of 10% and APSH of 53%, a 13% reduction.

In regard to the one bedroom flat, there are two windows facing the site serving a living kitchen dining area. These windows are located under a loggia and behind a minaret, which results in them receiving an existing VSC of 9.5% and 3.7%, which in reduced to 4.6% and 2.6%. Removing the impact of the loggia (but not the minaret) results in score of 27% and 2.6%. The proposed development complies with NSL test, retaining 98% of its previous value. The proposal marginally fails the BRE sunlight test due to winter sunlight probability hours reducing from 8% to 4%, but this room would still retain good sunlight receiving 24% of annual probably sunlight hours, just below the target of 25%.

No Sky Line

The following paragraphs are in addition to analysis contained within the officer's report and summarises the result of the development in terms of BRE No sky line test, where it has not currently been reported within the officer's delegated report.

51 to 53 Whytecliffe Road

For completeness, it should be noted that the proposed development's impact on 51 to 53 Whytecliffe Road South in terms of No Sky Line (NSL) would also not meet BRE guidance. As in the VSC, there would be substantial failings.

Focusing on the living kitchen dining rooms located at ground and first floor level highlighted previously in figure 30, the NSL reduction is shown below, where four of five previous rooms would retain over 0.8 of its former value, with failure being Room R1/21 which would receive 0.25 of its former value.

Room/window reference	Existing VSC	Proposed VSC	Reduction Factor	NSL Reduction (room)	NSL Reduction (room)
R2/20 W5	25	10.4	0.42	R2/20	0.86
R5/20 W8	31.2	16.5	0.53	R5/20	0.8
R5/20 W9	15.2	8.3	0.55		
R1/21 W1	19.5	6.6	0.34	R1/21	0.25
R1/21 W2	14.4	4.5	0.32		
R5/21 W6	17.0	3.5	0.21	R5/21	0.81
R8/21 W9	17.9	4.5	0.25	R8/21	0.78
R8/21 W10	3.6	1.7	0.47		

Fig A1 – VSC and NSL results for living kitchen dining rooms located at ground and first floor level.

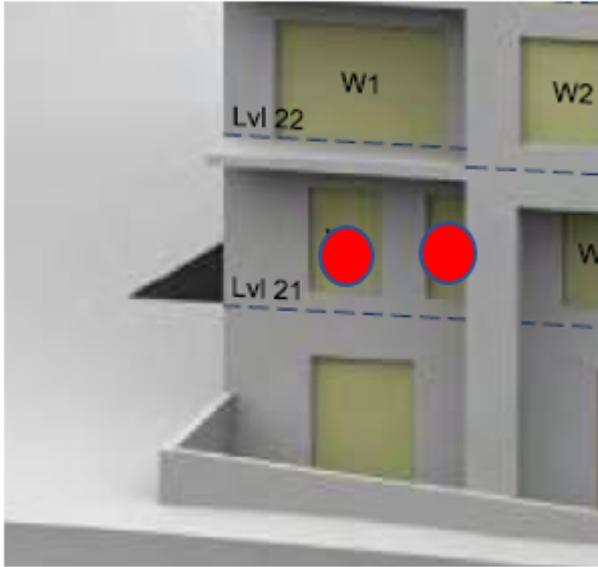


Fig A2 – Location of windows serving room R1/21

58 Whytecliffe Road South

The impact of the development on 58 Whytecliffe Road South complies with BRE's NSL test.

65 Whytecliffe Road South

The impact of the development on 65 Whytecliffe Road South complies with BRE's NSL test.

67 Whytecliffe Road South

The impact of the development on 67 Whytecliffe Road South complies with BRE's NSL test.

75 Whytecliffe Road South

The impact of the development on 75 Whytecliffe Road South complies with BRE's NSL test.

Heritage Impacts

Part of paragraph 9.53 currently states:

After the following line:

One being close to station forecourt, where the development would rise above the job centre, one from within the station forecourt itself and the final view from the raised platforms of the station itself.

The following line is inserted:

There will also be some visibility from the approach road on the opposite side of the station.

Trees

Paragraph 9.177 first line is altered from:

In addition to the three trees planted to the front of the site, sixty-seven new trees are proposed throughout the development.

to:

In addition to the circa three to eight trees planted to the front of the site (final number dependant on relevant technical review and highway safety audits)

Conclusion

For the avoidance of doubt, the information contained in the addendum outlined above does not materially change the conclusion and recommendations placed before committee.

Condition Wording suggested by Day Aggregates

Prior to commencement of the development above ground floor level, the following shall be submitted and approved in writing by the Local Planning Authority:

- (i) Detailed calculations for all proposed residential facades including the expected internal noise levels in habitable rooms (with windows closed and whole building ventilation provided in accordance with Approved Document F) from all transportation and industrial sources (Day Group Purley Rail Depot site) affecting the development for the 16 hour day (07:00 to 23:00) and night (23:00 to 07:00) periods confirming that:

The internal noise levels in habitable rooms will not exceed the guideline values set out BS 8233: 2014 (or equivalent) of:

- 40 dB LAeq,16h in dining rooms during the day;
- 35 dB LAeq,16h in bedrooms and living rooms during the day; and
- 30 dB LAeq,8h in bedrooms at night.

In addition, that maximum levels in bedrooms at night should not exceed 45 dB LAmax,f more than 10 times at night.

In accordance with the RPS report 11568J_Report01_Rev1 "Acoustic Design Statement, 26 to 52 Whytecliffe Road South, Purley" dated 19/01/2021.

The calculations should include all operations at the Day Group site operating at a cumulative maximum.

- (ii) Detailed calculations for all proposed residential facades that face or are perpendicular to the Day Group site (Purley Rail Depot) to determine the

locations where the rating levels exceed the representative background sound levels by 10 dB or more for the 12-hour day (07:00 to 19:00), evening (19:00 to 23:00) and night (23:00 to 07:00) periods, following the guidance in BS 4142:2014_A1:2019 (or equivalent) and a plan identifying any residential units where these noise levels are exceeded.

Representative background sound levels affecting the site are those identified in RPS Report JAJ11568-REPRT-02-R2 "Rail Depot: Noise Impact Assessment, 26 to 52 Whytecliffe Road South and Station Car Park, Purley" dated 09/08/2021 as:

- 47 dB LA90 during the day;
- 41 dB LA90 during the evening; and
- 34 dB LA90 at night.

The calculations should include all operations at the Day Group site operating at a cumulative maximum.

- (iii) For those residential units where calculations show rating levels will be 10 dB or more above background sound levels as identified in criterion (ii), mechanical ventilation will be required to be provided so that windows can remain closed and the required Approved Document F levels of ventilation complied with.

The internal noise levels generated by the mechanical ventilation system must meet the recommended values set out in the Association of Noise Consultants "Acoustics Ventilation and Overheating: Residential Design Guide" Jan 2020 of:

- ≤ 30 dB LAeq in living rooms (and dining rooms)
- ≤ 26 dB LAeq in bedrooms

The Mechanical Ventilation must be implemented concurrently with the development and fully implemented prior to first residential occupation of the development hereby permitted and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

- (iv) For those residential units where calculations show rating levels will be 10 dB or more above background sound levels as identified in criterion (ii), a detailed overheating risk assessment will be required to identify the need for additional mitigation to be provided (such as details of enhanced glazing specifications, enhanced mechanical ventilation and requirements for cooling measures) so that windows can remain closed at all times and higher ventilation rates provided to mitigate against overheating.

The internal noise levels generated by the mechanical ventilation system under higher ventilation rates as necessary to mitigate against overheating must meet the recommended values set out in the Association of Noise Consultants "Acoustics Ventilation and Overheating: Residential Design Guide" Jan 2020 of:

- ≤ 35 dB LAeq in living rooms and dining rooms
- ≤ 30 dB LAeq in bedrooms

The locations of residential units provided with cooling measures should be identified on a plan.

Any approved measures must be implemented concurrently with the development and fully implemented prior to first residential occupation of the development hereby permitted and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

The development shall be implemented in accordance with the details approved and maintained as such for the lifetime of the development.

REASON: To protect the amenity of future residents against potential noise disturbance and to protect the ongoing future operation of Day Group Purley Rail Depot in accordance with London Plan and Croydon Local Plan Policies.