

PART 6: Planning Applications for Decision**Item 6.7****1.0 SUMMARY OF APPLICATION DETAILS**

Ref:	18/04200/FUL
Location:	2 Northwood Avenue and Rear of 5 Higher Drive, Purley, CR8 2EP
Ward:	Purley and Woodcote
Description:	Demolition of existing dwelling house at 2 Northwood Avenue and construction of new apartment building containing 9 residential flats at 2 Northwood Avenue and the rear garden of 5 Higher Drive, and other associated works (revised proposal).
Drawing Nos:	PL_001-00; PL_010-00; PL_021-00; PL_022-0; PL023-00; PL_050_09; PL_099-09; PL_100-10; PL_101-09; PL_102-09; PL_103-09; PL_201-08; PL_202-09; PL_203-07; Arboricultural Report prepared by Crown Consultants ref: 10093 and dated 22 nd August 2018; Parking Survey prepared by Pax Associated ref: 57/1132 and dated June 2018; Internal Average Daylight Study prepared by Base Energy ref: 5562 and dated 14.11.2018.
Applicant:	Mr Alex MacDonald, Macar Developments
Agent:	Mr Paul Lewis, Altham Lewis Architects
Case Officer:	Rachel Gardner

	1 bed	2 bed	3 bed+	Total
Existing Provision	-		1	1
Proposed Provision	0	8	1	9

All units are proposed for private sale

	Number of car parking spaces	Number of cycle parking spaces
Existing Provision	1	0
Proposed Provision	4	18

- 1.1 This application is being reported to committee because the ward councillor, Councillor Simon Brew has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. In accordance with tree protection plan, details of servicing routes to be provided
3. No removal of vegetation or trees except at specific times
4. Drainage Strategy to be submitted
5. Noise report conclusions to be followed
6. Construction Logistics plan to be submitted
7. Details and physical samples of external materials including 120mm window reveal, balustrades, brick, and tiles.
8. Hard and soft landscaping (including soft landscaping to protect side facing windows adjoining communal path)
9. In accordance with ecology appraisal and details of mitigation and surveys to be provided
10. Details of boundary fencing (including side security fences)/ fencing to the front lightwell/ child play spaces/ refuse store (appearance, materials, size)/ cycle store (appearance, materials, size, cycle groove to stairs)
11. Car parking to be provided as specified prior to occupation
12. No additional windows in the flank elevations
13. South-eastern side windows from the bathrooms to be obscurely glazed.
14. 19% carbon reduction
15. 110 litre water usage
16. Permeable paving
17. Visibility splays
18. Time limit of 3 years
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Protected species
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing detached house.
- Erection of a two- three storey building with accommodation within the roofspace.
- Provision of 8 x two- bedroom flats and 1 x three- bedroom flats.
- Provision of 4 off-street car parking spaces.
- Provision of associated refuse/cycle stores and communal amenity area.

- 3.2 The scheme has been amended during the assessment process to remove an on-site parking space (resulting in a total of 4 on-site parking spaces proposed), reduce the

total width of the proposed new dropped kerbs, creation of a new side facing upper ground floor window from Bedroom 02 of apartment 3 and revised planting layout along the communal path to the north-western side of the building. As the revisions were considered to materially alter the scheme, the application was re-notified to adjoining neighbours and those who had already made representation. The assessment contained within this report is based upon this revised scheme.

Site and Surroundings

- 3.3 The application site is located on the north-eastern side of Northwood Avenue and comprises 2 Northwood Avenue, which includes a 2-storey detached dwelling, and part of the rear garden of 5 Higher Drive, which is located on the eastern side of Higher Drive. The site falls relatively steeply from the site frontage, from south to north.
- 3.4 The surrounding area is predominately residential in character and it comprises a mixture of property types and styles. Railway lines border the site to the north.
- 3.5 The site has a number of large trees that are of public amenity value, including 2 Beech trees located within the rear of 5 Higher Drive which are subject to a Tree Protection Order (8, 2018).
- 3.6 The site has a Public Transport Access Level (PTAL) of 3. The site currently has no designated off-street parking.
- 3.7 The site has no site allocations under the Proposals Map attached to the Croydon Local Plan (2018).



Fig 1: Aerial street view highlighting the approximate location of the proposed site within the surrounding streetscene

Planning History

- 3.8 The following planning history is a material consideration to the assessment of the subject scheme:

06/04364/P – 2 Northwood Avenue, Purley, CR8 2EP – Granted planning permission on 30.11.2006

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions
- No significantly detrimental impact would occur to high quality trees

5.0 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 Network Rail were consulted on the application, however no response was received.

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 10 letters of notification to neighbouring properties in the vicinity of the application site. The application was also re-notified after the submission of amended plans as detailed in section 3.2 of this report. The number of representations received from neighbours, Purley and Woodcote Residents Association, Ward Councillor Simon Brew etc in response to notification and publicity of the application are as follows:

No of individual responses: 89 Objecting: 88 Supporting: 1

- 6.2 Representations have been made from the Purley and Woodcote Residents Association as follows:

- The proposed building is too large and too tall
- Not in character with surrounding area
- Inadequate provision for disabled persons
- Inadequate provision for cycles
- Inadequate bin store
- Application does not make mention of the 434 bus

- 6.3 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:

Summary of objections	Response
<i>Principle of the development</i>	
Loss of a family-sized dwelling	This is addressed in section 8.4 of this report.

No affordable housing	Affordable housing policies are only triggered when 10 residential units or more are included in the proposed development. As such, there is no requirement for affordable housing to be provided within the scheme.
Sets a precedent for the surrounding area	Each planning application will be considered on its own merits. Nevertheless, flatted development is an acceptable form of development in the area, subject to compliance with other material considerations.
The increased density protects the green belt and may assist regenerating the nearby town centre	Noted.
<i>Scale, design and massing</i>	
There are no flats in the surrounding area	This is addressed in section 8.2- 8.7 of this report.
Overdevelopment of the site, too large for the plot	This is addressed in section 8.14 of this report.
The existing dwelling should be protected	This is addressed in section 8.6 of this report.
Does not respect the scale and proportions of the surrounding buildings	This is addressed in section 8.6- 8.8 of this report.
Front dormers are out of character with the surrounding area	This is addressed in section 8.10 of this report.
Glass balustrades/ balconies are out of character with the surrounding area	This is addressed in section 8.11 of this report.
Bin store not attractive and the bins are the size of commercial bins, rather than residential	The design and appearance of the store will be secured by condition. The capacity of the store complies with council's local requirements and this is addressed in section 8.40.
Contravenes planning policies regarding minimum spaces between buildings	It is unclear as to which policies are being referred to. Nevertheless, this is addressed in section 8.27, 8.31 and 8.32 of this report
The building is taller than neighbouring properties	This is addressed in section 8.7 of this report.
Red brick is out of character with surrounding area. Surrounding area is predominately render.	This is addressed in section 8.9 of this report.

Parking within the front forecourt is unsightly	This is addressed in section 8.12 of this report.
<i>Amenity to neighbouring properties</i>	
Loss of privacy	This is addressed in section 8.26 to 8.34 of this report.
Visually overbearing	This is addressed in section 8.26 to 8.34 of this report.
Additional parking and vehicle usage will cause noise, dust and pollution. Contribute to respiratory diseases.	The extent of vehicle usage likely to be generated from the proposed development is not at a level which is likely to cause adverse noise, dust and pollution beyond what is anticipated for residential development. The impact on health is considered to be negligible.
Proposed front dormer windows would result in loss of privacy	The front dormer windows would be setback over 15 metres from the nearest windows on the properties on the opposite side of Northwood Avenue. Given this, and that the windows would not directly face opposite windows, no loss of privacy is anticipated to these neighbours.
Loss of light to neighbouring properties	This is addressed in section 8.26 to 8.34 of this report.
Increased noise and smell from the proposed development	This is addressed in section 8.34 of this report. The proposal is for residential development and any additional noise and smell is anticipated to be negligible and within the realms of what is expected for development of this size and nature.
<i>Quality of Accommodation</i>	
Subject to adverse noise from the railway	This is addressed in section 8.24 of this report.
Garden and outdoor areas are undersized	This is addressed in section 8.22 of this report.
Lack of child play spaces	This is addressed in section 8.22 of this report.
Accommodation is not designed for disabled persons	This is addressed in section 8.23 of this report.
Insufficient levels of light received within the flats	This is addressed in section 8.17 and 8.18 of this report.
Flats are undersized	This is addressed in section 8.16 of this report.
Insufficient storage is provided within the flats	This is addressed in section 8.16 of this report.
No lift provided	Planning policy does not require a lift to be provided within a scheme of this number of units/ size.

<i>Traffic and Parking</i>	
Lack of on-site car parking and loss of street parking	This is addressed in section 8.42- 8.48 of this report.
Contribute to the traffic and congestion in the surrounding area, particularly Northwood Avenue	Whilst the proposal will result in additional comings and goings from the site, section 8.42- 8.48 of this report details how the provision of on-site parking, and loss of street parking is acceptable in this instance. Arguably, the loss of the 2 on-street parking spaces would provide additional space on the street for passing traffic, thereby alleviating some congestion during peak commuter times.
Parking stress survey is unreasonable/ inaccurate- survey taken at inadequate times, and unreasonable to expect persons to park in Olden Lane or Wilmot Road, cars parked on double yellow lines not counted	This is addressed in section 8.35- 8.38 of this report.
No provision for delivery and offloading from lorries during construction	This is addressed in section 8.42 of this report.
No space on site for turning of vehicles	This is addressed in section 8.39 of this report.
Encourages the use of public transport	Noted.
<i>Flooding and SUDs</i>	
Greater risk of flooding on the site and the surrounding area	This is addressed in section 8.44 of this report.
<i>Trees and Wildlife</i>	
The proposal does not contribute to and enhance the natural and local environment, protected trees and endangered wildlife.	This is addressed in section 8.45- 8.50 of this report.
Loss of trees / impact on trees (including existing trees which have been cut down) and a Category A majestic copper beech tree	This is addressed in section 8.45- 8.48 of this report.
<i>Other matters</i>	
There is a covenant on the site restricting only one dwelling to be erected on the land	This is not a material planning consideration.

Additional pressure on public services- medical facilities, schools etc	This is addressed in section 8.49 of this report.
Strain on existing sewers	This is not a material planning consideration, rather a matter for building control.
Undermine stability of surrounding properties	This is not a material planning consideration, rather a matter for building control.
No fire escape	The site appears accessible for emergency vehicles to stop out the front of the site. Other matters relating to fire escapes is a matter for building control.
Plans do not show the height of the rooms and the overall height of the building	The plans are drawn to scale and are able to be measured.
The rear garden is not secure which will encouraging antisocial behaviour	Officers have no reason in front of them to anticipate that the proposal would result in antisocial behaviour. Nevertheless, details of side gates will secured by condition.
The proposed development will comprise houses of multiple occupancy, rather than families	The proposal is for 9 residential flats, not HMOs. Planning permission would be required to convert these flats into HMOs.
No site notice was placed at the site	The application was advertised in accordance with statutory criteria and local procedures.
A plan of the south-east elevation comparing the existing and proposed built form, and an accurate plan comparing the existing and proposed built footprint should be provided	The submitted plans are considered to be clear and accurately show the existing and proposed development.
The proposal will provide additional funding for local services such as doctors, schools etc	Noted.
<i>Non-material issues</i>	
De-value properties in the surrounding area	This is not a material planning consideration.
The proposal is for profit making from developers	This is not a material planning consideration.
No details of how the foul water drainage will connect to the foul water sewer in Northwood Avenue	This is a matter for building control.
There is no need for the proposed development	This is not a material planning consideration. Nevertheless, it is noted that planning policy SP2.2 sets out housing targets for the borough and that there is a need for additional housing in the borough and across London.

- 6.4 The abovementioned objections were generally reiterated in representations made during the re-consultation of the revised scheme. However, additional concerns were given to the further loss of on-site parking and an additional side facing window giving further overlooking opportunities from the revised scheme.
- 6.5 Councillor Simon Brew, Purley and Woodcote ward Councillor has made the following representations:
- Parking to the front of the property is out of character with the surrounds
 - Height and depth of the proposed building is out of character with the surrounds
 - Overdevelopment of the site
 - The submitted plans do not show the outline of the existing dwelling
 - Loss of 2 on-street parking spaces
 - Increased pressure on surrounding parking stress
 - Poor quality of accommodation of the flats within the roofspace
 - Accommodation cannot be adapted for the disabled
 - Parking surveys were undertaken at misleading times and ignored vehicles parked on double yellow lines
 - Design and access statement does not refer to bus route 434
 - Insufficient bin store capacity
 - Inaccessible cycle parking

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Promoting sustainable transport;
 - Delivering a wide choice of high quality homes;
 - Requiring good design.
- 7.3 The main policy considerations raised by the application that the Committee are required to consider are:
- 7.4 Consolidated London Plan 2015
- 3.3 Increasing housing supply
 - 3.4 Optimising housing potential
 - 3.5 Quality and design of housing developments
 - 3.8 Housing choice

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

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 *Draft Supplementary Planning Document (SPD2) 2018*

7.8 SPD2 is a suburban design guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is also relevant to suburban developments likely to occur on windfall sites such as this scheme where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.9 Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units to be located in the suburbs, as guided by SPD2. You will need to have regard to this document as part of any application coming forward, as it is anticipated that SPD2 will be adopted in March 2019 and will be a material consideration of planning applications determined during this period.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees, protected species and landscaping
8. Other matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote.
- 8.4 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units (as originally built) and the loss of units that have a floor area of less than 130sq.m. The existing property has a floor area of more than 130sq.m but comprises 3 bedrooms. As the proposal comprises one three-bedroom unit and six larger two-bedroom four-person unit, the proposal would not result in the net loss of three bed units on the site. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes. The proposal is considered satisfactory in this regard as the two-bedroomed four-person units would provide family accommodation, resulting in 7 of 9 units being family sized.
- 8.5 The site is located within an existing residential area, proposes a residential use and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

Townscape and Visual Impact

- 8.6 The existing dwelling does not hold any significant architectural merit and there is no objection to its demolition. There are a variety of house types and styles in the vicinity, including semi-detached and detached one and two storey properties. It is noted that other flatted schemes making more intensive use of sites have been granted planning permission along Higher Drive, to the south of the site, such as at 76 Higher Drive (ref: 17/01641/FUL) and 81 Higher Drive (ref: 18/03241/FUL)
- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a two- three storey building (with accommodation within the roof) to be located at the site. The scheme respects the scale and form of the existing two-storey area as it appears as 2 storeys from the street and sensitively intensifies it

in accordance with DM10.1 through the provision of a third floor in the roof. The symmetric articulation of the form across the front elevation is welcomed.

- 8.8 The proposal is broadly in line with the front elevation of other properties on Northwood Avenue and so respects this building line, resulting in the proposal not being visually intrusive to the streetscene. The rear building line is a less significant element of the character of the area and impact on the neighbouring property's amenity is considered below.



Figure 2 Image of the existing dwelling (LHS) and the adjoining property, No. 4 (RHS)

- 8.9 It is noted that the surrounding properties are predominately finished with render however this material is not always encouraged on new building developments given that it requires a high level of maintenance due to its tendency to discolour easily. The external walls are finished with a red face brick which is considered acceptable given that a number of the surrounding properties are finished with brick on the lower part of the elevation, and the red colour will accord with the red shingles used on the front façade of a number of surrounding properties. The grey colour for the windows is considered acceptable given that this colour will be sympathetic to the face brick, and there is a mixture of white and brown window frames in the surrounding area and so there is not a complete uniformity with this. It is recommended that a condition requiring

physical samples of the external finishes of the building to be submitted to, and approved by the local planning authority.



Figure 3 Image of the proposed front elevation of the building.

8.10

The proposed dormers are modestly proportioned and are subservient to the roof form as they are set down from the ridge, setback from the sides and eaves and retain a large extent of the main roof slope. It is noted that front dormer extensions are a characteristic of the streetscene as they are evident at No. 5 and 10 Northwood Avenue.

- 8.11 The proposed building incorporates balconies to the rear and side of the building. Whilst balconies are not a feature of the surrounding area, they will be mostly unseen from the street, except for the balcony of apartment 06 located at first floor level. The balcony is setback significantly from the street and so it will not be highly visible within the streetscene.
- 8.12 Surrounding properties have parking within the forecourt area, which this scheme also has. Amended drawings have been received which reduce the number of spaces so as to be able to incorporate some landscaping into this area and for the kerb to return to a level so as to provide an adequate relationship with the street and environment for pedestrians.
- 8.13 The cycle and refuse store are suitably located and are of sufficient capacity however, details of their appearance and materials is secured by condition.
- 8.14 Representations have raised concern over the intensification of the site and overdevelopment. The site has a suburban setting with a PTAL rating of 3 and as such the London Plan indicates that the density level ranges for the site would be 150-250 habitable rooms per hectare (hr/ha), and 40- 80 units per hectare (u/ha). The density level of the proposal is 357hr/ha or 115 u/ha, which is beyond the upper limit of the range. This is considered to be acceptable as the density ranges should not be applied

mechanistically and the site is considered capable of accommodating the scale of the proposed development, without adversely impacting the surroundings.

- 8.15 Having considered all of the above, with the consideration of housing need in the area, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.16 All the proposed units, and bedrooms contained within, would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable. Each of the proposed units would also meet the minimum internal storage requirements required by the NDSS.
- 8.17 The two lower ground floor units are set in to the ground at the rear due to the sloping nature of the site. The slope is not so steep that they are fully subterranean and adequate outlook and light is achieved from the side and rear facing windows. The front two upper ground floor units have a lightwell to the front. One is a through unit to also have light and outlook to the rear. The other is located in the side elevation facing the garden area and so has windows on the side elevation as well. Whilst these are north-facing these have been enlarged to capture as much light as possible.
- 8.18 All of the proposed units are considered to obtain good levels of light and outlook and an Internal Daylight Study has been submitted and it has confirmed that apartments (including the kitchen/ living rooms and bedrooms contained within) likely to receive the least amount of internal light would meet and exceed the Average Daylight Factor (ADF) to comply with BRE guidelines.
- 8.19 Habitable rooms would have adequate privacy at ground floor levels through the sensitive use of defensible planting and private amenity spaces.
- 8.20 The NDSS sets out that minimum floor to ceiling heights should be 2.3 metres for at least 75% of the gross internal area and all of the flats would comply with this, noting that the lower ground, upper ground and first floor all have floor to ceiling heights of 2.5 metres.
- 8.21 It is considered suitable to secure a detailed landscaping plan by condition. This plan would need to detail planting along the south-eastern side of the communal path down the side of the property to protect side facing window and a balcony adjoining this area.
- 8.22 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units located on the lower ground, upper ground and first floor have access to private amenity space which meet the minimum standards, and only two units on the uppermost floor do not benefit from private balconies. However, on balance this is considered acceptable as these flats still benefit from good quality internal accommodation, they are allocated semi-private seating areas within the communal garden, and there is a decent sized communal amenity area to the side of the building. The communal amenity area is also capable of accommodating policy compliant child play space (a minimum 14.2sq.m of child play space would be required for the proposed development) and this is secured by condition. Details of the child play space would also need to ensure that no adverse impact results to the protected trees and their Root Protection Areas (RPAs)

- 8.23 In terms of accessibility, it is acknowledged that the London Plan seeks for new-build development to comprise 90% Category 2 'accessible and adaptable' M4(2) compliant dwellings, and the remainder 10% Category 3 'wheelchair user dwellings' M4(3) compliant dwellings. However, The London Plan also states that developments of four storeys or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the steep slope of the site, including from the street frontage to the entrance of the proposed building it is considered to be difficult to provide step free access to the dwellings, without raising the building further out of the ground (and resulting in other related impacts such as amenity impacts to neighbours, impact to character of the street scene etc). It is therefore considered acceptable to not require any M4(2) and M4(3) compliant dwellings in the proposed development.
- 8.24 The rear of the proposed building is positioned at least 20 metres from the railway track to the rear of the site. There are a number of residential properties in the surrounding area which are positioned closer to the railway. Whilst officers do not anticipate noise to be at a level which would compromise the quality of accommodation for future occupiers, it is considered prudent to impose a condition requiring a noise report to be undertaken, detailing the noise levels in the surrounding area and identifying suitable building materials (if required) such as fenestration types which should be incorporated in the development to reduce any unreasonable noise levels. This can be secured by condition as officers are satisfied that any adverse noise levels from the railway can be suitably attenuated through building materials.
- 8.25 The development is considered to result in a high quality development including a three bedroom and 6 x two-bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.26 The adjoining properties are 4 Northwood Avenue, and 5 and 7 Higher Drive.

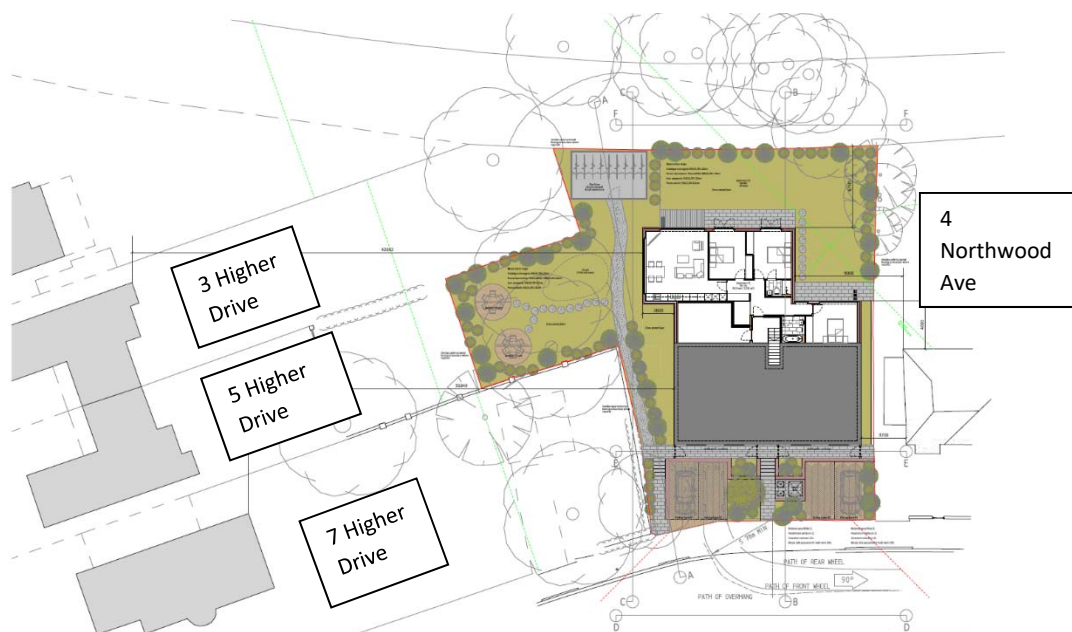


Figure 4 Proposed site plan in relation to neighbouring properties

4 Northwood Avenue

- 8.27 This neighbouring property is located to the south-west of the subject site. The part of the proposed building adjoining the shared boundary with this neighbour protrudes approximately 4 metres beyond the rear of the neighbouring property. It is positioned approximately 1 metre from the shared boundary. The depth of the proposed element adjoining the shared boundary is reasonable and does not cut at line taken at 45° from the neighbours window location and so is not anticipated to result in an overbearing visual impact and would not have an unacceptable impact on light due to its orientation to the north west. The remainder of the building extends a further 6 metres towards the rear however, it is setback approximately 6.4-6.7 metres from the shared boundary and so would have a minimal impact.
- 8.28 This neighbouring property has a first floor side facing window however, this is obscurely glazed and likely to be from a bathroom or landing and so no significant loss of outlook and/or light are anticipated to result.
- 8.29 The rear balconies nearest to this property incorporate an integrated side wall which restricts side facing views. Whilst some overlooking will result to the rear portion of this neighbours garden, this is not considered to be unusual in a residential context. There are protruding rear balconies however these are over 14 metres from the shared boundary and would not result in adverse overlooking to this neighbour.
- 8.30 The only side facing windows to this property are from bathrooms which can be secured as obscurely glazed by condition.

3-7 Higher Drive

- 8.31 These properties are located to the north-west of the application site at right angles. These properties have rear gardens of over 30m in general. The proposed building is located to the south but is not considered to significantly impact on these buildings in terms of light and outlook due to the separation distances. It is noted that some of the trees and landscaping to be retained are between the proposal and these properties, reducing any impact. In terms of loss of privacy, side facing windows are minimal and the projecting balconies are approximately 40m from the nearest rear elevation – as such no loss of privacy is anticipated.
- 8.32 Part of the original garden of 5 Higher Drive forms part of the application site, given over to communal playspace. This is not considered to give rise to significant noise or disturbance given the scale of the scheme.

Other

- 8.33 Other properties would not be significantly impacted upon in terms of light, outlook or privacy due to their separation by either Northwood Avenue or the railway line.
- 8.34 Any impacts, including noise and dust from construction works as well as any impact on the highway is anticipated to be temporary only. A construction management plan is secured by condition and this would need to cover methods to minimise amenity impacts to neighbouring occupiers during the construction phase.

Access and Parking

- 8.35 The site is located within a Public Transport Access Level (PTAL) of 3 which is considered to be good. The site is within 800m of Purley District Centre which provides a wide range of services. It is 650 metres walking distance to Purley Station and approximately 100 metres walk from a bus stop servicing the 434 bus route. The subject site is located within a controlled parking zone (CPZ) which operates for a minimal period during the day (to prevent all-day commuter parking) and this CPZ adjoins another CPZ commencing south of Beaumont Road, operating Monday to Saturday from 9am to 5pm. Parking bays are present within these CPZs however, they are unrestricted and available to all.
- 8.36 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. For this area it suggests that a maximum of 1.5 spaces per unit would be acceptable and that 1-2bed units should have less than one space per unit. The proposal incorporates 4 on-site parking spaces, and the loss of 2 on-street parking spaces in order to accommodate the new vehicle accesses.
- 8.37 The applicant has submitted a Parking Survey prepared by Pax Associates dated June 2018. The survey has been undertaken in accordance with the Lambeth methodology, which is the industry accepted methodology for undertaking parking stress surveys. The surveyed area had 75 parking spaces (discounting the 2 on-street parking spaces which are removed by the proposed development). At the surveyed times, it was found that a maximum 51 of the unrestricted parking spaces were occupied, resulting in 25 unrestricted spaces being vacant, and a total occupancy and parking stress of 66.7% within the surveyed area. The survey has been carried out in accordance with industry standard guidance.
- 8.38 The survey found that the surrounding streets are capable of accommodating an overspill of car parking as the proposed development would result in a parking stress of 86.6% in a worst case scenario of each flat having two vehicles. However, given the size of the units and the PTAL, this is unlikely to be the case. The levels of parking are considered to be adequate.
- 8.39 Parking spaces at the fronts of properties on Northwood Avenue do not generally incorporate off-street turning spaces, so this element of the proposal is not considered to be inappropriate. The amendments secured reduce the extents of dropped kerbs to limit the impacts on pedestrians. Double dropped kerbs are generally typical and so on balance this element of the proposal is considered to be acceptable.
- 8.40 A refuse store is provided within the front setback and the location is considered suitable as it is level to the street and provided within 20 metres pulling distance to the street. The submitted plans have also shown that the store is capable of accommodating sufficient capacity of waste, recycling and food waste.
- 8.41 The cycle store has been provided within the rear garden. The location of the store is considered acceptable given the constraints of the site and the front forecourt being used for car parking, landscaping and the refuse store. The cycle store accommodates 18 cycles which is sufficient and complies with London Plan requirements. Details of

the appearance, size and materials of the store would be secured by condition as well as a cycle groove to the external stairs at the front, so that it is easier to store a bike.

- 8.42 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.43 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.44 The site is not within a flooding area, nor within a critical drainage area. Given the extent of the development proposed, it is considered suitable for a Drainage Strategy to be secured by condition. Permeable paving will also be secured by condition and this should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event.

Trees, protected species and landscaping

- 8.45 The two Beech trees within the rear of No. 5 Higher Drive are subject to a tree preservation order (TPO) (8, 2018) and it is noted that there is a TPO on a tree immediately adjacent to the site (TPO 3, 1994) at No. 7 Higher Drive. It is noted that a number of representations have raised concern that trees have been cut down on the subject site however, these trees were not protected and permission was not required to be gained for the removal of these trees.
- 8.46 The applicant has submitted an Arboricultural Report (prepared by Crown Consultants and dated 22nd August 2018) and Tree Protection Plan. The report has detailed that two Category C trees (labelled G1 in the report) are proposed to be removed in order to facilitate the development. These trees are small in size and are not visible from the public domain. Minor pruning works are proposed to three trees (labelled T4, T5 and T6 in the report) in order to protect these trees during construction works. Only small branches are required to be pruned and this is not anticipated to undermine the health and structural integrity of the trees.
- 8.47 Whilst pedestrian surfaces, stores and building foundations are proposed within the root protection areas (RPAs) of various trees (T4, T5, T6, T11 and T13) no adverse impact is anticipated to the health of these trees, given the minimum excavation and sympathetic foundation design of the proposed works. A condition can secure details of these works and a protection plan.
- 8.48 As the site contains buildings to be demolished and some overgrown areas of vegetation, a suitably qualified ecologist has conducted a survey of the site for protected species. This has looked at the potential for the site to accommodate species or their habitats and what further work or mitigation is required. This has found that there is no evidence of protected species on the site and that some of the existing landscaping and buildings have potential to provide habitats or roosting locations for species, including bats.

- 8.49 Regarding the buildings, the existing dilapidated garage has been found unsuitable for bats and a survey shows no evidence of their presence. As such, no further works or mitigation is required. The existing house has been found to have potential for bat roosting due to having some cracks in the roof. An internal survey of the loft of this building has concluded that there is currently no evidence of bats being present. As this is still the habitat which bats would find favourable, the report concludes that prior to commencement of works, further surveys should be conducted and final details of mitigation measures confirmed.
- 8.50 The methodology and findings of the report have been assessed against Natural England's Standing Advice regarding surveys and requirements for protected species in the planning process and is considered to be adequate. The conclusion that the main house may be suitable for bats due to the maintenance of the roof is considered appropriate although it is noted that there is no evidence of any being present and the house is occupied which leads to a certain amount of disturbance which would affect the likelihood of bats roosting. The report sets out mitigation that could be required, including re-provision of roosting opportunities in the new development. This is considered to be easy to accommodate into the design of the development and so a condition is recommended to secure final surveys and the detailed design of mitigation.
- 8.51 The vegetation and trees on the site provide habitat that nesting birds or common reptiles (not protected reptiles) may use. As such, their clearance should be carried out at certain times of the year and in accordance with specified methodologies. A condition is recommended to secure these details.
- 8.52 It is noted that protected species have statutory protections under other legislation, and licenses from Natural England would be required for elements of the work, providing additional protections.

Other matters

- 8.53 Representations have raised concerns that local schools, healthcare facilities and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.54 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard in relation to design and appearance, residential amenity, transport, tree protection, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.55 All other relevant policies and considerations, including equalities, have been taken into account.