

**PART 6: Planning Applications for Decision****Item 6.1****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05009/FUL  
 Location: 55 Selcroft Road, Purley, CR8 1AL  
 Ward: Purley and Woodcote  
 Description: Demolition of the existing two storey detached residential property and garage, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3), with car parking, bin and cycle stores, terraces on side and rear elevation, and landscaping.  
 Drawing Nos: P-1, 2, 3B, 4B, 5C, 6E, 7B, 8B, 10A, 11A, 12, 13, 14, 15  
 Applicant: Sterling Rose.  
 Agent: Sterling Rose.  
 Case Officer: Barry Valentine.

	<b>1B 2P</b>	<b>2B 3P</b>	<b>2B 4P</b>	<b>3B 5P</b>	<b>4B 6P</b>	<b>Total</b>
Existing Provision					1	<b>1</b>
Proposed Residential Mix	4	2		3		<b>9</b>

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
5 on site car parking spaces	14 on site cycle parking spaces

- 1.1 This application is being reported to Planning Committee as 50 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and following on from Ward Councillor representation and referral request (Cllr Simon Brew) in accordance with the Committee Considerations Criteria.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
  2. Development to be implemented within three years.
  3. Samples and details (as appropriate) of materials including window frames and balustrades.

4. Details on landscaping including replacement trees, play-space, biodiversity mitigation measures, accessibility, inclusiveness, and boundary treatments (design and privacy).
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.
7. Refuse and cycle store to be built prior to occupation.
8. Ground floor level units to meet M4 (2) accessibility standard.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one active and one passive electric vehicles charging point.
12. Dropped kerb to be installed and pavement reinstated prior to occupation of the development.
13. Obscurely glazed non opening up to 1.7m high windows on south flank elevations at first floor level and above.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Informatives**

1. Community Infrastructure Levy.
2. Code of Practice regarding small construction sites.
3. Highway works to be made at developer's expense.
4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

- 2.3 That the Planning 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**

### **Proposal**

- 3.1 Planning permission is sought for the demolition of the existing two storey detached residential property and garage and the erection of a two storey (plus roof and basement level) building comprising nine self-contained residential apartments with associated car parking, bin and cycle stores, terraces on side and rear elevation and landscaping.

### **Site and Surroundings**

- 3.2 The application site is a detached two storey property located on the west side of Selcroft Road, at its junction of Purley Hill and Oakwood Avenue. The property is in use as a single family dwelling house. Selcroft Road slopes relatively steeply - dropping down south to north.
- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached and are generally two storeys in height.

- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.5 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 30 years). The site is not deemed to be at risk from ground water flooding.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst).

### **Site Planning History**

- 3.7 Planning permission reference (89/02616/P) was granted on the 15/10/1989 for the erection of a detached garage.

### **Relevant Adjacent Site Planning History**

- 3.8 Planning permission was granted in December 2017 in respect of 51 Selcroft Road for the demolition of existing building and the erection of two storey building with accommodation in roof-space and basement comprising 7 flats (2 one bedroom, 4 two bedroom and 1 three bedroom flats): provision of associated 6 parking spaces and landscaping. (LBC Ref 17/04306/FUL). At the time of drafting this report no works had commenced.
- 3.9 Planning permission was granted in July 2018 in respect of 53 Selcroft Road for the demolition of the existing two storey detached property, erection of a two storey plus roof level and basement level building to provide eight new self-contained residential flats (C3) with associated landscaping, car parking, refuse store and cycle parking (LBC Ref 18/01499/FUL). At the time of drafting this report, no works had commenced on site.
- 3.10 Planning permission was granted in August 2018 in respect of 2 Purley Hill for the demolition of the existing two storey property and garage structure, erection of a part two /part three storey building with roof level, creation of nine self-contained flats (C3) with associated landscaping, front light-wells, level changes, terraces, refuse store, cycle stores and car parking (LBC Ref 18/01996/FUL). At the time of drafting this report, no works had commenced on site.
- 3.11 Planning permission was granted in September 2018 in respect of 63 Selcroft Road for the demolition of the existing bungalow, erection of a two storey plus roof and basement level property, creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping (LBC Ref 18/00239/FUL).

## **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local

Plan (2018). The proposed development provides a good mix of units, including 3x3 bed (5 person) family sized units.

- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Whilst the proposed development would result in some additional on street parking, this would not generate significant levels of parking stress – even after taking into on street car parking expected as a consequence of previously consented development in the immediate vicinity. The proposed development would also not have an adverse impact on the operation of the highway.
- The proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to the imposition of planning conditions, the proposed development would not have an adverse impact on flooding.

## **5.0 CONSULTATION RESPONSE**

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

## **6.0 LOCAL REPRESENTATION**

- 6.1 A total of 6 neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

Individual responses: 50 Objections 50

- 6.2 The following issues were raised in representations that are material to the determination of the application, which are addressed in substance in the next section of this report:

### **Objections**

- Flats are not in keeping with the area which is made up of detached family houses.
- Development does not respect existing buildings.
- Development not in keeping with the street-scene or appearance of the area.
- Concerns over population density.
- Buildings will tower over neighbouring properties and will have an adverse impact on neighbouring properties privacy and light.
- Terraces would overlook neighbouring properties and gardens and cause noise disturbance.
- Development would increase noise disturbance.
- Inadequate garden and play space
- Concerns over cumulative impact.

- Concern over the loss of family unit.
- The development takes up to much of the back garden.
- Population is declining due to Brexit and therefore there is no need for additional housing.
- The parking assessment makes no reference of developments approved at 53 and 57 Downs Court Road, 34a Selcroft Road, 51, 53 and 63 Selcroft Road, 2 Purley Hill and the houses at 7a Warren Road.
- The parking assessment is flawed as it assumes that you can park on both sides of the road, which is dangerous. It will also prevent bin lorry access.
- Parking stress will make the road dangerous for pedestrians, and in particular children.
- Concerns over construction impacts on the operation of the highway and on neighbouring properties.
- Concerns about having a dropped kerb close to the junction.
- Impact of the development on local infrastructure.
- The development will through the concreting over the garden have an adverse impact on biodiversity.
- No room for meaningful soft landscaping. No room for trees to grow.
- Cycling provision will not be used as the site is on a hill.
- This area has been an attractive place to raise a family with its space and trees and not a lot of cars, but these constant applications for flatted developments is changing this.
- Development's impact on trees, many of which have already been cut down.

### 6.3 The following Councillors made representations:

Cllr Simon Brew (Ward Councillor for Purley and Woodcote)

- Overdevelopment of the site especially when considered in the context of consented surrounding developments. Concern over the provision of light-wells and the quality of accommodation that they will provide. Cumulative impact not taken account of in applicant's submission. Not in keeping with the local area. Development reduces the choice of homes as there are enough flats already and family housing is needed. No lift is being provided by the development so development not suitable for down-sizers. Submitted statements from the applicant are not site specific and contains irrelevant information. Bicycle store is not conveniently located. Parking survey does not take into account cumulative impact of other approved developments.

## 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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

- 7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised 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.
- 7.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:
- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
  - Policy 3.3 Increasing Housing Supply.
  - Policy 3.5 Quality and design of Housing Developments
  - Policy 5.2 Minimising Carbon Dioxide Emissions
  - Policy 5.12 Flood Risk Management
  - Policy 5.13 Sustainable Drainage
  - Policy 6.1 Strategic Approach
  - Policy 6.3 Assessing Effects of Development on Transport Capacity
  - Policy 6.9 Cycling
  - Policy 6.13 Parking
  - Policy 7.2 An Inclusive Environment
  - Policy 7.4 Local Character
  - Policy 7.6 Architecture
  - Policy 7.19 Biodiversity and Access to Nature
- 7.5 There is a new draft London Plan has been the subject of public consultation which expired on the 2nd March 2018. The GLA current programme is to have the Examination in Public into the Draft London Plan later in 2018, with the final document adopted in 2019. The current 2016 Consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

#### *Croydon Local Plan (2018)*

- 7.6 The new local plan was adopted on the 27<sup>th</sup> February 2018 and now carry full weight. The main relevant policies to this application are as follows:
- SP2: Homes.
    - *SP2.1 Choice of homes.*
    - *SP2.2 Quantities and locations.*
    - *SP2.7 Mix of homes by size.*
    - *SP2.8 Quality and standards.*
  - DM1: Housing Choice for Sustainable Communities.
    - *DM1.2 Net loss of 3 bed or homes less than 130 sq.m.*
  - SP4: Urban Design and Local Character.
    - *SP4.1 High quality development that responds to local character.*
  - DM10: Design and Character.
    - *DM10.1 High quality developments, presumption for 3 storeys.*
    - *DM10.2 Appropriate parking and cycle parking design.*

- *DM10.4 Private amenity space.*
- *DM10.5 Communal amenity space.*
- *DM10.6 Protection to neighbouring amenity.*
- *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
- *DM10.8 Landscaping.*
- DM13: Refuse and Recycling.
  - *DM13.1 Design, quantum and layouts.*
  - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
  - *SP6.3 Sustainable design and construction.*  
*Minor residential scheme 19% CO2 reduction.*  
*Water efficiency 110 litres.*
  - *SP6.4 Flooding and water management - c) SUDs.*
  - *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
  - *SP8.5 and SP8.6 Sustainable travel choice.*
  - *SP8.7 Cycle parking.*
  - *SP8.12 and SP8.13 Electric vehicles.*
  - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee need to consider are listed below:

1. Principle of development and quality of residential units created
2. Impact on the appearance of the site and surrounding area.
3. Impact of the development on neighbouring properties' living conditions.
4. Impact of the development on parking and the highway.
5. Impact of the development on trees.
6. Impact of the development on flooding.
7. Other planning issues.

### **Principle of development and quality of residential units created.**

#### *Principle of Development*

8.2 Policy DM1.2 of the Croydon Local Plan (2018) 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 130 sq.m. The existing property is a four bed house with a floor area of 165 sq.m. The proposed development would therefore comply with DM 1.2 and 3 replacement family units (3 bed 5

person units would be provided as part of the development (in place of the original four bed unit).

- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. The development exceeds the strategic target by providing the three family units (which would amount to 33%).
- 8.4 The London Plan (2016) sets a minimum 10 year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum 20 year target of 32,890 over the period of 2016 to 2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20 to 2028/29.
- 8.5 The proposed development would create additional residential units that would make a small (albeit meaningful) contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of affordable housing, as less than ten units are proposed as part of this proposal. Officers did explore whether there was capacity to deliver a further unit – thereby introducing an affordable housing requirement. However, officers are satisfied that an additional unit would have reduced the level of family accommodation being delivered as part of this proposal. There was also concern that the introduction of a further unit would have affected the overall quality of the development. Officers are satisfied that the scheme suitably realises the optimal capacity of the site to deliver additional homes.

#### *Quality of Units*

- 8.6 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units would meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'. It is worth noting the basement level units are generously sized, with Flat 1 and 2 exceeding minimum floorspace standards by 9 sq.m.
- 8.7 The units would receive good levels of light, outlook and aspect. All the units would be dual aspect or single aspect, but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms would be served by generously sized windows.
- 8.8 The units that are proposed to be located in the basement have been carefully designed and orientated to maximise light and outlook. The main living areas within the basement would have views into generously sized rear light-wells that double up as external amenity space. Additional light would enter into the basement units through pavement lights, located on flank elevations of the property, which in combination with windows located on the rear elevation would



ensure the central kitchen areas would be adequately lit. The front light-well would be generously sized and would ensure that the bedrooms facing onto them would receive appropriate levels of light and outlook.

- 8.9 Policy DM 10.4 of the Croydon Local Plan (2018) requires developments to provide 5 sq.m of private external amenity space for 1 to 2 person units, with an extra 1 sq.m per extra occupant. All the proposed units would have access to their own appropriately sized private amenity space, in compliance with these size standards. Opportunities for small scale play-space, in line with policy DM10.4(d), would be delivered through the use of planning conditions with the external amenity space required to be designed in order to be flexible, multifunctional, accessible and inclusive as reasonably possible, in line with the requirements of policy DM10.5.
- 8.10 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.
- 8.11 The applicant has confirmed that the units located on the ground floor level would meet M4(2). The applicant has raised concerns about installing a lift due to the impact that this has on service charge for new residents. A condition is recommended requiring the three units at ground floor level to comply with M4 (2).

#### **Impact - Appearance of the Site and Surrounding Area.**

- 8.12 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable.
- 8.13 The proposed bulk and mass of the development is appropriate. The development would appear as two storeys when viewed from Selcroft Road, in keeping with the two storey prevailing height of the majority of buildings in the surrounding area. The development is of an appropriate width with a 1 metre gap to the boundary with 53 Selcroft and the main side wall set between 2 to 3 metres away from the pavement on Purley Hill. In terms of front building lines, the development would only be 50 cm further forward than the existing property and set back from both the existing and approved front building line of 53 Selcroft Road. Whilst the rear building line would extend further back into the site than the existing and approved rear building line of 53 Selcroft Road, this would not



effective green screen. Whilst additional trees are also proposed, their success will be influenced to a certain extent by their close proximity to car parking areas. Further details of landscaping is recommended to be secured via condition. The bin store has a simple timber boarded design that would be partially screened from view by mature hedging. The design of the cycle store is also acceptable given that it would not be widely visible from public viewpoints. A condition is recommended to ensure that the bin and cycle store is provided prior to occupation.

- 8.17 Overall, the proposed development would have an appropriate mass, form, scale and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.

### **Impact on Neighbouring Residential Amenities**

#### *Light and Outlook*

- 8.18 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. The appropriate front and rear building lines and staggered massing would limit the degree of impact on neighbouring amenity (light, outlook and enclosure) as well as limiting overshadowing of neighbouring properties' gardens.
- 8.19 To the rear of the site is the flank elevation to 1 Purley Hill. This flank wall features four windows, two at ground and two at first floor level. All four windows are understood to be secondary windows to a reception room at ground floor level and a bedroom at first floor level. This property's light and outlook would not be significantly impacted given the separation distance of over 17m from the rear wall at first floor level. Similarly, in view of site separation, the development would not cause unacceptable loss of light and outlook to 57 Purley Hill (located approximately 17 metres north of the site boundary).



Photo 1 – Flank wall of 1 Purley Hill taken from the sites' garden.

- 8.20 The proposed development would not have an unacceptable impact on light and outlook of existing property at 53 Selcroft Road, as the existing windows on the flank elevation are either non-habitable rooms such as bathrooms, or secondary windows whose rooms would still receive good levels of light and outlook from their main windows. Windows on the front and rear elevation light and outlook would also not be unacceptably harmed due to the appropriate front and rear building lines and staggered massing of the development. Similarly, the proposed development would not compromise the quality of living accommodation that would be provided, should the planning permission for 53 Selcroft Road be implemented (LBC Ref 18/01499/FUL); the approved windows in the flank elevation of the approved scheme for 53 Selcroft Road would be either secondary windows or would serve non habitable rooms.

#### *Privacy*

- 8.21 The proposed terraces that would be located on the rear and side elevation would not cause unacceptable harm to privacy enjoyed by occupiers of 1 Purley Hill. The edge of the first floor roof terrace would be located approximately 15.5m away from the windows located on the flank elevation 1 Purley Hill. This separation distance is considered to be sufficient in this particular instance, especially as the side windows to 1 Purley Hill are only secondary windows and relatively narrow. The new terraces would not have direct views into the windows of 53 Selcroft Road (both existing windows and those approved under planning reference 18/01499/FUL).
- 8.22 As regards 57 Selcroft Road, there would be a 17 metre separation distance (across Purley Hill) and any views experienced would not be dissimilar to what can already be experienced from the pavement.



Photo 2 – Pavement view of southern wall of 57 Selcroft Road

- 8.23 New openings on the development would not cause unacceptable harm to neighbouring privacy due to the separation distances and subject to condition requiring the windows on the southern flank elevation of the proposed development at first floor level to be obscurely glazed and non-opening up to a

height of 1.7m from the finished floor levels. The proposed roof-lights would not cause significant harm to neighbouring privacy given their angle and height. Windows located on the front of the property would largely have views across Selcroft Road. There would be some overlooking of neighbouring gardens from the new windows on the development, but the impact of which is not considered to be significant and reflects existing conditions to a certain extent.

- 8.24 A condition is recommended in regards to boundary treatments, to both ensure that they are of an appropriate design and to help mitigate the impact of potential overlooking from use of the garden on neighbouring properties' gardens.
- 8.25 The proposed intensification of the use of the site would not be sufficient to create significant and unacceptable levels of noise disturbance to neighbouring properties and their gardens.

### **Impact - Parking and Highway Conditions**

- 8.26 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are expected to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit and four or more bed units up to 2 parking spaces per unit.
- 8.27 The proposed development would provide 5 car parking spaces for the nine units. The applicant has submitted a Transport Technical Note (produced by Markides Associates). Using census data for Purley Ward and based on the unit types proposed, it predicts that the development would generate demand for 7 parking spaces. Whilst the PTAL level is poor, it is still worth noting that the site is only 13 minutes walking distance to and from Purley Train Station.
- 8.28 However, contrary to this Technical Note and looking at a possible worse case, officers predict that the development is more likely to generate a higher demand than the Purley Ward average due to its location on a hill and the poor PTAL rating of the site. It is assessed that the development is more likely to generate closer to 9 car parking spaces (i.e. 1 per unit). Therefore under the applicant's estimate there would be a predicted displacement of two cars, whereas officers feel that the level would be four cars – which would have to park on street.
- 8.28 The applicant has submitted a parking survey that determines the level of on-street car parking capacity for Selcroft Road, Purley Hill and part of Oakwood Avenue). In line with the Lambeth Methodology, this was carried out on two consecutive week-day nights (Wednesday 31<sup>st</sup> January and Thursday 1<sup>st</sup> February 2018). The survey was carried out on weekday nights as this is generally when residential parking demand is generally the highest. Of the 224 on-street parking spaces available, only 20% (45 cars parked) to 21% (46 cars parked) were shown to be occupied. Parking stress is deemed as high when there is an 85% saturation.
- 8.29 The applicant's parking survey has taken into consideration four other developments approved within the survey area (2 Purley Hill, and 51, 53 and 63

Selcroft Road) and estimated that combined with the proposed development and based on the assumption that all developments get built, eight cars would need to be accommodated onto the street.

- 8.30 Officer's consider that the impact is likely to be higher as set out below. This is calculated on the assumption that each provided unit will need one parking space:

51 Selcroft Road

7 Units, 6 on-site parking space - 1 Car displaced on street

53 Selcroft Road

8 Units, 4 on-site parking spaces - 4 Cars displaced on street.

63 Selcroft Road

9 Units, 6 on-site parking spaces - 3 Cars displaced on street.

2 Purley Hill

9 Units, 2 on-site parking spaces - 7 Cars displaced on street.

Total estimated displaced cars from other approved developments – 15 displaced cars on street.

Including the proposed displacement associated with the current proposed development, this would equate to 19 on street car parking spaces. Officers are satisfied that there remains capacity to accommodate this level of on-street car parking without causing highway safety concerns.

- 8.31 Objection letters have also referred to further planning permission having been granted.

Rear of 53 Downs Court Road (18/01439/FUL)  
57 Downs Court Road (18/02697/FUL)

- 8.32 It is worth noting however that both sites are located over 500 metres from the application site and are therefore unlikely to result in additional parking stress within parking survey area. Other sites highlighted (7a Warren Road and 34A Selcroft Road) have either been granted planning permission with a full complement of on-site car parking or have yet to be determined.
- 8.33 Taking into account the relevant approved developments and assuming that all get built, then parking stress under officer's estimates would increase to approximately 29%, which is significantly below the 85% considered to be high parking stress. Officers are therefore satisfied that there continues to be sufficient on-street car parking capacity in surrounding streets to absorb any parking demand generated by this development, including when taking into account the potential parking impact of other developments approved and under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously, to the detriment of highway or pedestrian

safety, including that of children and those with disabilities. Moreover, given the relatively small number of units proposed, the scheme would not cause significantly levels of traffic generation.

- 8.34 The existing property has a dropped kerb on Purley Hill that serves the existing garage. The existing dropped kerb would be removed, the pavement/kerb reinstated and a new dropped kerb created onto Selcroft Road. The two sets of car parking spaces would be located 6 metres apart which would be sufficient to ensure that cars could enter and leave the site safely in a forward gear. Whilst the dropped kerb is located at the junction, given cars would be able to exit in a forward gear, the speed of the road and low levels of traffic using Selcroft Road, it is unlikely that the location of the crossover would cause serious highway safety issues.
- 8.35 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.36 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 14 cycle parking spaces would need to be provided. Submitted drawings shows two cycle stores with a total capacity of 14 cycle parking spaces. A condition is recommended requiring the bicycle storage to be provided prior to occupation. The cycle store is reasonably accessible with it able to be accessed via the side gate and via the rear garden.

#### **Impact on Trees.**

- 8.37 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are located on the site or within neighbouring properties' gardens are either not of sufficient merit to require mitigation measures, or are set well away from the proposed built development. The development would not cause harm to existing street trees. Replacement trees would be provided by the development, which is recommended to be secured through the use of a planning condition.

#### **Impact on Flood Risk**

- 8.38 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years) from surface water flooding. The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.

#### **Other Planning Issues**

- 8.39 The standard requirement to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) would be delivered through compliance with an imposed planning condition.
- 8.40 A bin store area is proposed to the side of the property. The bin store contains 1100L recycling bin, nine 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation. The bin store is located sufficiently away from neighbouring windows that its impact on neighbouring properties' amenity in terms of odour would not be significant.
- 8.41 The impact of the development during construction is considered to be sufficiently controlled by other legislation such as the Noise Act 1996. Placing further conditions on the development to control demolition and construction would be overly onerous given the scale of the development and the location.
- 8.42 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with gardens) to suggest that there is protected flora and fauna on site. Whilst there would be the loss of some trees/planting as a result of the development, it is considered that this can be adequately offset by landscaping and installation of simple mitigation measures such as bird boxes. This is recommended to be secured via condition.
- 8.43 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provision, improvement, replacement, operation or maintenance of education facilities, health care facilities, public open space, public sports and leisure, and community facilities.

## **9 Conclusion**

- 9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The development provides a good mix of residential units, with 3x3 bedrooms being provided. The proposed development is of a high standard of design, which would not cause harm to the appearance of the surrounding area. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking, would not cause unacceptable levels of parking stress and would not have a significant impact on the operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.