

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref:	19/02678/FUL
Location:	64 to 74 Whytecliffe Road North, Purley, CR8 2AR.
Ward:	Purley Oaks and Riddlesdown.
Description:	Demolition of three pairs of semi-detached houses, erection of a part 3/part 5/part 6 storey building with basement to provide 39 residential units, with associated terraces, disabled car parking spaces, amenity spaces and landscaping.
Drawing Nos:	S0R013678 03, 6665-D8106 rev 2, D8199 rev 03, D8500 rev 02, D8700 rev 02, D8701 rev 02, D8100 rev 07, D8101 rev 03, D8102 rev 01, D8103 rev 02, D8104 rev 01 and D8105 rev 02.
Applicant:	RAA Development Group Ltd and Regent Land and V Fund
Agent:	Mr Kevin Goodwin of KG Creative Consultancy
Case Officer:	Barry Valentine

	Market Housing	Affordable Rent	Intermediate	TOTAL
Studio	0	0	0	0
One-bed	7	2	1	10
Two-bed	17	4	3	24
Three bed	3	1	1	5
TOTAL	27	7	5	39

Number of car parking spaces	Number of cycle parking spaces
2 on site car parking spaces	76 on site cycle parking spaces

- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 BACKGROUND

Pre-Application Advice

- 2.1 An earlier version of the proposal was presented to Planning Committee at pre-application stage on 11th April 2019. It was presented as part of a larger redevelopment that also included Nos. 26 to 52 Whytecliffe Road South (this site is subject to a separate planning application reference 19/03142/FUL, see 5.4 below). A summary of the advice provided is as follows:

- Positive feedback on the proposal from Members who noted the scheme was developing well. Members liked the idea that the sites were to be used for residential, which will help revitalise the local economy.
- Some Members suggested the applicant should explore additional height on sites A (application site), B and C (26 to 52 Whytecliffe Road South) and address the issue of stepping down and whether this was an appropriate design solution, subject to daylight and sunlight.
- Members welcomed 30% affordable housing offer and would welcome more.
- The balconies must be useable and recessed. Glass balconies and screens are not supported by Members.
- The building rhythm is working well with the height and massing. The applicant should explore distinct brickwork and detailing to help with the architecture and rhythm.
- Members are satisfied with the level of parking given the accessible location. The play areas should not be segregated between market and affordable housing and the access to these areas must be well considered.
- Mitigation for the site from railway noise must be designed at an early stage.

Place Review Panel

2.2 The proposal was presented to Place Review Panel on the 21st February 2019. The site was again presented as part of a larger masterplan, which also included nos. 26 to 52 Whytecliffe Road South (19/03142/FUL), and land between the two sites i.e. Network Rail Car Park, the vacant Health Centre, Purley Social Club and Elysuim House. The comments most relevant to this development were as follows:

- The Panel felt the scheme has great potential to make a very positive contribution to the townscape of Purley and provide high quality residential accommodation and supported some of the approaches towards the elevational treatment, in particular the subtle use of brickwork.
- The Panel felt that all efforts should be taken to encourage Network Rail to bring forward its site simultaneously to allow for a comprehensive development of the 'masterplan' area.
- The amenity and play space provision required further development.
- Given its central location, the development requires its own unique character and to avoid overly repetitive elevational treatments which currently give the development a monolithic appearance.
- The height should vary more within the development to provide design interest.
- Prominent corners should be given considerable attention.
- The public realm and landscape design requires substantial development.
- The development for Site A (application site) should be lower in scale than proposed [same height as present although slightly different form] to be more sympathetic to the scale of its context. Its material finishes should also vary from those of the development on Sites B and C (nos. 26 to 52).

2.3 The scheme has been amended since the Committee and PRP sessions and has sought to overcome the issues raised.

3.0 SUMMARY OF KEY REASON FOR RECOMMENDATION

- 3.1 The provision of 39 residential units would make a contribution to housing delivery in a well-connected location. 49% of these units would be 2 bed 4 person or larger, and would positively contribute to family housing provision.
- 3.2 The proposed development would provide 31.5% affordable housing by habitable room, which amounts to 12 units, at a 57 to 43 split between affordable rented homes and intermediate homes. This offer has been independently scrutinised and is the maximum reasonable affordable housing policy compliant provision.
- 3.3 The scale of the development is an appropriate response to the site's location and neighbouring properties, with a high quality design and detailing, with further details on materials recommended to be secured via condition. A high quality landscaping scheme is proposed that compensates for the loss of 2 existing poor quality trees.
- 3.4 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions.
- 3.5 The standard of residential accommodation would be acceptable, as all units would meet the Nationally Described Space Standards (NDSS), would have sufficient private amenity space and access to sufficient communal amenity and child play space. All units would have an acceptable level of access to light and outlook.
- 3.6 To ensure that the development promotes sustainable modes of transport, and to offset any risk of the development exasperating existing parking stress, the applicant has agreed to financial contribution to facilitate the expansion of the Purley Control Parking Zone.
- 3.7 Suitable planning obligations and conditions have been recommended in order to ensure that the proposed development does not have an adverse impact upon either air quality or the risk of flooding.

4.0 RECOMMENDATION

- 4.1 That the Planning Committee resolve to GRANT planning permission subject to:

A. The prior completion of the legal agreement to secure the following planning obligations:

1. Affordable Housing
2. Local Employment and Training Strategy and Contribution – Construction Phase (£16,960)
3. Travel Plan
4. Carbon Offset Financial Contribution (£27,000)
5. Air Quality Contribution (£3,900)
6. CPZ Expansion Contribution and Parking Permit Restrictions (£50,000)
7. Highway Works

8. Car Club Contribution (£12,500)
 9. Pocket Park Contribution (£25,000)
 10. Monitoring Fees
 11. Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport.
- 4.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 4.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. 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. Secure by Design Principles
5. Details on landscaping including replacement trees, biodiversity mitigation measures, boundary treatments, child playspace and communal areas.
6. Public Art
7. Secure Arboricultural Method Statement
8. Secure Flood Risk Assessment and Basement Impact Assessment.
9. Secure Sustainable Urban Drainage System.
10. Details on District Energy Future Connection Design Measures
11. Construction Logistics Plan (Prior to Commencement)
12. Secure Delivery Service Plan
13. Land Contamination – Site Investigation and Remediation
14. Provision of on-site car parking – prior to occupation and permanently retained thereafter. All to be installed with electric vehicles charging point.
15. Cycle Parking – Further Details and Implementation
16. Refuse to be built and completed prior to occupation.
17. 90% of units to meet M4 (2) accessibility standard.
18. 10% of units to meet M4 (3) accessibility standard.
19. Water use target.
20. Obscurely glazed and non-opening windows up to 1.7m on eastern flank elevation at first and second floor level.
21. Secure Noise Impact Assessment
22. Noise from any plant and machinery
23. Ultra NOx Boiler
24. Energy Efficiency
25. Secure Ecology Report and Surveys
26. Lighting Plan
27. Balcony and Terrace Management Plan
28. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy.
 2. Subject to legal agreement
 3. Thames Water Advice
 4. Pollution and Noise from Demolition and Construction Sites Guidance.
 5. Refuse Informative
 6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.
- 4.4 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.
- 4.5 That, if by within 3 months of the planning committee meeting date, the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

5.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 5.1 Planning permission is sought for demolition of three pairs of semi-detached houses, and subsequent erection of a part 3/part 5/part 6 storey building with basement to provide 39 residential units, with associated terraces, two disabled car parking spaces, amenity space and landscaping.



Image A – CGI of Proposed Scheme

Site and Surroundings

- 5.2 The application site (0.16 hectares) comprises three pairs of two storey semi-detached houses fronting onto the south eastern side of Whytecliffe Road North. All six properties are single dwellinghouses (C3). Whytecliffe Road North is a cul-de-sac with the road terminating at the south eastern end of the site. At the dead end of the street there is a small public space containing trees and cycle paths that provide connection between Whytecliffe Road North and Whytecliffe Road South. The site slopes by 6m down from north to south.

- 5.3 The site lies at the periphery of Purley Town Centre, which is 100m to the west. To the north east of site are series of two storey suburban residential properties. To the south east of the site is Redbarn Close, which contains two and three storey residential flatted development. To the south west of the site is Whytecliffe Road South, which contains a mixture of building types and land uses, including vacant Purley Community Health Centre (adjoins the site), the entrance to Purley Train Station, two car parks including a multi storey car park, residential properties including flatted developments up to five storeys high and commercial properties including offices and shops.



Image B – Birds Eye View of the Site

- 5.4 The site has a Public Transport Accessibility Level (PTAL) of 5 (very good), is located within Flood Risk Zone 1, as defined by the Environmental Agency and is at Very Low (less than 1 in 1000 years) risk from Surface Water Flooding. The site is in an area where there is potential for groundwater flooding to occur at surface.
- 5.5 The site is not in a conservation area and there are no heritage assets on the site, nor directly adjoining. There are no listed buildings or conservation areas that would be adversely affected by the proposed development. Brighton Road (Purley) Local Heritage Area lies approximately 100m west of the site.
- 5.6 The Network Rail Car Park, nos. 54 to 58 Whytecliffe Road South is an allocated site within the Croydon Local Plan (2018) for 'Residential use for up to 119 homes with retention of car parking spaces'.

Relevant Planning History

- 5.7 The council provided pre-application advice reference (18/02268/PRE) in connection with this site.

26 to 52 Whytecliffe Road South

- 5.8 A planning application reference 19/03142/FUL was made valid on the 8th July 2019 for the following description of development 'Demolition of existing terraced houses and erection of part 6/part 7/part 8/part 9 development to provided 106 residential units, together with five wheelchair parking spaces and landscaping.' The application is still under consideration by officers.

6.0 LOCAL REPRESENTATION

- 6.1 A total of 54 neighbouring properties were notified about the application and invited to comment by the way of letter, two site notices were erected and a notice published in the press. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

Individual responses: 39, Objections: 37, Support: 12 (1 is conditional support)

- 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:

Summary of Objectors Concerns	Officer's Response
Lack of on-site parking spaces	The low level of parking provision is considered appropriate given the sites close proximity to public transport and its close proximity to the town centre.
Development will cause parking stress	The applicant has agreed to a financial contribution that would be used to implement the expansion of the Purley Controlled Parking Zone. All residents would not have an entitlement to apply for a parking permit, thus ensuring that the development would not have an unacceptable impact on parking stress.
Road not suitable for extra traffic, and could be a safety risk.	The development would have a minimal impact on traffic generation and is not considered to pose a safety risk.
Development not in keeping with character of Whytecliffe Road North, Purley and the Local Heritage Area.	The development is considered to be of an appropriate scale and form, and is a high quality design that would not cause harm to the character of Whytecliffe Road North, Purley or the Local Heritage Area (which is over 100m away).
Opposition to the creation of flats.	Flats form a valuable source of housing and are not opposed in principle.
Loss of privacy to neighbouring gardens.	The development, subject to conditions, would not cause an unacceptable loss of neighbouring privacy.

Loss of light.	The development would not cause unacceptable loss of light to neighbouring properties.
Development will cause crime.	The creation of flats is not considered to cause crime. A condition is also recommended in regards to secure by design, to ensure that crime prevention measure are incorporated into the building.
Negative impact on public transport and local infrastructure.	The impact of the development on public transport and local infrastructure would be mitigated through the collection of CIL.
Due to height level differences the development will be overbearing to neighbouring properties.	The development is of an appropriate height and form and would not be unduly overbearing to neighbouring properties.
People using the balconies and common areas will cause noise disturbance to neighbouring properties.	It is not considered that the use of terraces or communal areas would generate significant levels of noise disturbance given the residential nature of the development and its location.
Concern about how the development will be serviced.	A draft delivery service plan has been provided, the final delivery service plan is recommended to be secured via condition.

6.3 Eleven letters of support have been received stating the following:

- The two sites (application site and 26 to 52 Whytecliffe Road South) will provide desperately needed homes ideal for time buyers and downsizers in a sustainable location, close to public transport links.
- Both applications will provide 30% plus of much needed affordable housing.
- Significant improvements on the landscaping, street scene, pavement and environment on Whytecliffe Road.
- High-quality designed homes which complement the architecture in Purley and will make Whytecliffe Road fantastic for years to come.
- Provision of 3 bed homes, perfect for families.

6.4 Purley and Woodcote Residents Association support the scheme subject to the following being met:

- Condition of development requires external design and finishes to be of high quality with brickwork of varying colours.
- Interest should be added through balconies and landscaping.
- That the development does not preclude the proposed larger integrated development to the south.

7.0 CONSULTATION RESPONSE

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

Lead Local Flood Authority (LLFA) (Statutory Consultee)

No objection as the submitted drainage strategy is in line with LLFA requirements. A condition is recommended to secure the submitted drainage strategy.

Greater London Archaeology Advisory Service (GLAAS)

No objection as there is no discernible on-going archaeological potential for the site. No further assessment or conditions deemed necessary.

Thames Water

No objection but have provided comments for the developer that have been added as an informative.

Designing Out Crime Officer

No objection but recommends that a condition be attached in regards to secure by design accreditation.

8.0 RELEVANT PLANNING POLICIES AND GUIDANCE

- 8.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan and any other material considerations. Details of the relevant policies and guidance notes are attached in Appendix 1.

National Guidance

- 8.2 The National Planning Policy Framework 2019 (NPPF) and online Planning Practice Guidance (PPG), as well as the National Design Guide (2019) are material considerations which set out the Government's priorities for planning and a presumption in favour of sustainable development.
- 8.3 The following NPPF key issues are in particular relevant to this case:
- Delivering a sufficient supply of homes
 - Ensuring the vitality of town centres
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Making effective use of land
 - Achieving well-designed places
 - Meeting the challenge of climate change, flooding and coastal change

Development Plan

- 8.4 The Development Plan comprises the London Plan 2016 ("London Plan"), the Croydon Local Plan 2018 ("Local Plan"), and the South London Waste Plan 2012.
- 8.5 There is a new draft London Plan that has undergone Examination in Public (EiP) and it is expected that the final document will be adopted by spring 2020. 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 draft plan in general is considered to carry some weight.

- 8.6 The relevant Development Plan policies are in Appendix 1.

Supplementary Planning Document

- 8.7 The relevant SPGs and/or SPDs are listed in Appendix 1.

9.0 MATERIAL PLANNING CONSIDERATIONS

- 9.1 The main planning issues raised by the application that the Planning Committee are required to consider are:

1. Principle of development, affordable housing and quality of residential units
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, affordable housing and quality of residential units.

Principle of Development

- 9.2 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) sets a minimum twenty year target of 32,890 over the period of 2016 to 2036. The proposed development would create additional residential units that would make a contribution to the borough achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The site has good access to public transport, local shops and services and is therefore well placed for high density residential-led development, and therefore is in principle supported.
- 9.3 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 based on the character of the area and PTAL rating. For this site which is an Urban Area with PTAL 5, the target is 40%. The policy does allow for two bed four person units to be provided in lieu of three bed units when within the first three years of the plan and where a viability assessment has demonstrated that larger homes would not be viable.
- 9.4 Five of the proposed units are three bed units which amounts to 13% of the total number of units. Increasing the number of three bed units would reduce viability and prevent the development providing the optimum amount of affordable housing in line with policy requirements. There are 14 two bed four person units

and as such 49% of the units are therefore 2 bed 4 person units or larger. The proposal complies with Policy SP 2.7.

- 9.5 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. All six of the existing properties would have been three beds when originally built and are all less than 130 sq.m in size. The proposed development is therefore strictly contrary to policy DM1.2 with five three bedroom homes being provided. However, balancing this against the provision of 14 two bed four person units, the delivery of 13 affordable units, 6 of which are 2 beds 4 person or larger, and as such suitable to be used by small family homes and the uplift in residential units on site, no objection is raised. There would be a net gain in affordable family housing provision as a result of the development.

Affordable Housing

- 9.6 London Plan (2016) policy 3.9 is clear that communities which are mixed and balanced by tenure and household income should be promoted across London, through incremental small scale as well as larger scale developments, which foster social diversity, readdress social exclusion. In relation to tenure, London Plan policy 3.10 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The need for affordable housing is so acute, the Mayor of London (via London Plan policy 3.11) requires Boroughs to set affordable housing targets.
- 9.7 The Croydon Local Plan (2018) requires the Council to seek a minimum of 30% affordable housing, but negotiate to achieve up to 50% affordable housing (subject to viability), and seek a 60:40 split between affordable rented homes and intermediate homes.
- 9.8 The proposed development would provide 31.5% affordable housing by habitable room, which amounts to 12 units. The tenure splits would be 57% affordable rent to 43% shared ownership by habitable room, which translates to 7 affordable rent units and 5 shared ownership units.
- 9.9 The applicant's affordable housing offer has been independently scrutinised by Savills on behalf of the council. The results of the viability appraisal is that there would be a viability deficit and it would not be viable to provide an increased amount of affordable housing. The proposed level of affordable housing is the maximum reasonable, policy compliant and thus acceptable.

Residential Quality

- 9.10 The proposed development would provide high quality residential units. 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'.

- 9.11 All units would receive good levels of daylight by virtue of being dual aspect and as key habitable rooms would be served by generously sized windows. All units would have floor to ceiling heights of 2.7m, which is excess of the 2.5m required under the London Plan (2016).
- 9.12 In regards to private amenity space, policy DM 10.4 (c) requires new residential developments to provide a minimum of 5sq.m per 1 to 2 person units, with an additional 1 sq.m per extra occupant thereafter. All the proposed units would have a private terrace or balcony that would comply with Council's policy standards.
- 9.13 All residential units would have access to a 550 sqm communal garden located to the rear of the property. The communal external amenity space is of high quality incorporating new and existing trees, a diverse range of planting, child's playspace and seating.
- 9.14 Under Policy DM 10.5, the proposed development based on child yield is required to provide 97.3 sq.m of child's playspace. Playspace is provided throughout the rear communal garden area, with formal play equipment including large slide, nest swing, play sculptures and tepees, as well as equipment to encourage less formal play such as play mounds, timber stepping logs and boulders. There is estimated to be 150 sq.m of playspace, as such the proposal complies with Policy DM 10.5.
- 9.15 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'.
- 9.16 The applicant has confirmed that four units (AG1, AG4 A14, A24) would be to M4 (3) 'wheelchair user dwellings' standard, whilst all remaining units would be M4 (2) 'accessible and adaptable dwellings'. Two accessible parking bays have been provided.
- 9.17 A Noise Impact Assessment has been submitted with the application which demonstrates that through consideration of the building envelope design, future residents would not be exposed to harmful levels of noise. The mitigation proposed in the Noise Impact Assessment is recommended to be secured via condition.

Impact on the Appearance of the Site and Surrounding Area.

- 9.18 The existing properties are not protected from demolition. As such, they could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to conditions.
- 9.19 The development is made up of two main components; a smaller three storey element and a five storey plus roof storey main element. This approach allows

the development to successfully balance its role to the periphery of the town centre, between the suburban two to three storey properties to the north east and the more varied but generally taller building heights that surround Purley Town Centre, where properties extend up to seven storeys in height. The site's corner location provides further flexibility which also helps support the proposed massing of the development. The modest height of the development would ensure that it would not have an adverse impact on Brighton Road (Purley) Local Heritage.



Image C (left) – CGI of Development from substation. Image D (right) – CGI of Development from Whytecliffe Road South looking north.

- 9.20 The three storey element appropriately aligns with the front building line of the adjoining terraces nos. 78 to 86 Whytecliffe Road North. This ensures that the development would not be dominant in views along Whytecliffe Road North. The front building line appropriately staggers back to respond to the curvature of the road. These series of staggers and recess are not only a natural response to the road, but also help break up the massing in views from Whytecliffe Road South. The rear building line is set at an appropriate depth, with the development not intercepting a 45 degree line on plan as measured from windows located on the rear elevation of no. 78. A generous 5.5m gap would be maintained between the flank elevation of the development and the flank elevation of no.78.



Image E – Proposed Ground Floor Plan

- 9.21 The development has been drawn up by the applicant as part of a wider masterplan to ensure that the bulk, massing and general design approach is well considered and does not compromise the delivery of the adjoining allocated site, as well as potential future sites, including 26 to 52 Whytecliffe Road South (subject to a separate planning application reference 19/03142/FUL).
- 9.22 The primary material would be London Stock Brick, which is a high quality robust material choice but which also helps embed the development into its existing context. The development features two different tones of brick, a dark red and a lighter red. The two colours whilst having an inter-relationship, help break up the mass and define differing elements. Brick banding helps define the levels within the building, adding interest and providing welcomed horizontality to the design. The materiality and detailing of the recessed top floor helps express it as a roof form and ensures that it acts as appropriate termination point. Windows frames, door frames and balustrades will have a brown/brass tone that has a relationship with the tone of the rest of the building. Most of the balconies would have brick balustrade, except four which will be metal. The applicant has agreed to a condition requiring the submission of a balcony management plan to help ensure that bulky items are not stored on balconies and that reed/bamboo screens are not installed which would detract from the appearance.



Image F – Coloured Elevation of Proposed Development



Image G – CGI of roof form detailing

9.23 The spaces adjacent to the main entrance of the development and at roof level (indicated with red dash in image F above) have been designated for the display of public art. The developer will advertise a competition for local artist, with general/local public involved in the selection process. Part of the brief will be for the public art to relate to local activity or local heritage. The public art will add visual interest to the building, will help to embed the development into its local context and help reinforce local distinctiveness.

Impact on Neighbouring Properties Living Conditions

9.24 The applicant has submitted a sunlight and daylight study that tests the scheme against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 2 for BRE sunlight and daylight definitions. The assessment measures the impact of the development on the following properties; Azalea Court, 78 Whytecliffe Road North and 43 to 49 Redbarn Close.

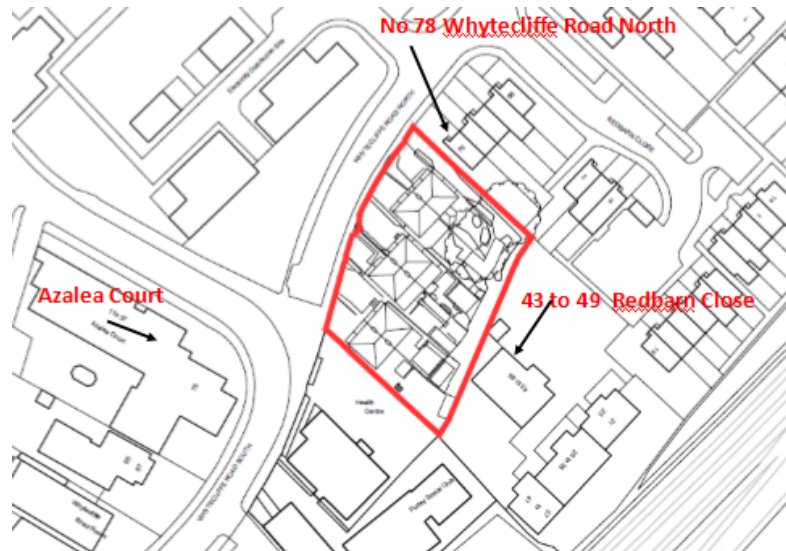


Image G – Location of Properties tested

9.25 In terms of VSC, all windows located on the principal elevations of the existing neighbouring dwellings will fully comply with BRE guidelines. Three secondary windows do fall below BRE guideline standards. The three windows that fail are shown in the images below, with the two windows on the image to the left belonging to 43 to 49 Redbarn Close and the window at ground floor in the picture on the right belonging to 78 Whytecliffe Road North. The two windows on Redbarn Close given their position and type (i.e. high level and located on the flank elevation) are likely to serve non habitable rooms, and as such the development's impact on them is acceptable. The side window to no.78 Whytecliffe Road North VSC would reduce from 25.7% to 10.12%, which is a 60.62% reduction. This window does serve a habitable room, probably a lounge. The window faces in an unneighbourly direction and has an undue expectation of light over the applicant's land which should not limit the development potential of the site.



Image I – Image and Location of Windows that Fail BRE Guidelines

- 9.26 In terms of daylight distribution, all windows except those that fail VSC discussed above pass BRE's daylight distribution guidelines. In terms of sunlight all windows except the one located on the side wall of no.78 at ground floor level would pass BRE Sunlight and daylight test. In conclusion, the proposed development would not cause unacceptable harm to neighbouring properties sunlight and daylight.
- 9.27 The proposed development would not cause unacceptable harm to neighbouring properties' outlook due appropriate front and rear building lines, with the later not subtending an angle of 45 degrees as taken from the rear windows of the neighbouring property or even when taken from the edge of the building as in the image below.

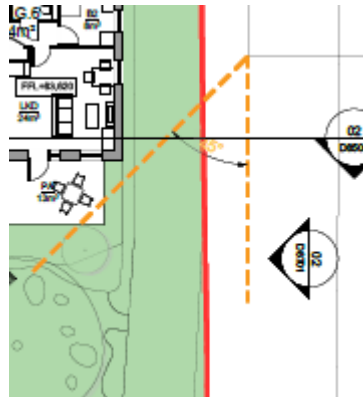


Image J – 45 Degree line taken from corner of no.78

- 9.28 In terms of privacy, windows and terraces on the front elevation of the development would not cause significant harm to privacy. This is because the nearest residential properties windows that the terraces could face into are in Azalea Court, which is over 20m away. Windows and terraces on the rear elevation would principally have views of flank elevation of nos. 43 to 49 Redbarn Close and over less sensitive rear garden areas of no.78. On the smaller block element flank elevation there are windows at first and second level that face immediately onto more sensitive garden area immediately adjacent to no.78's rear façade. To prevent these windows causing unacceptable loss of privacy, a

condition is recommended requiring them to be obscurely glazed and non-opening up to a height of 1.7m from the internal finished floor level.

- 9.29 The proposed terrace areas would not cause significant noise disturbance to neighbouring properties as they are set a reasonable distance away from neighbouring windows and are modest in size. Generally intensification of the use would not cause unacceptable noise disturbance given the characteristic of the site and the generally low amount of noise generated by residential uses.

Impact on Parking and Highway Conditions

- 9.30 Parking stress as would be expected in an area close to the town centre and train station is very high. There is a controlled parking zone within Purley, however the site lies just outside of this area. There are parking bays on Whytecliffe Road North, however these are unrestricted.

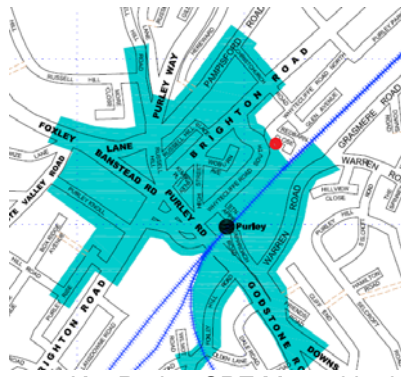


Image K – Purley CPZ Map with site's location shown with red dot.

- 9.31 The site has a PTAL rating of 5, and is close to a wide range of facilities and services. However, it is a location which can support a car free development, but the ability to achieve this is undermined by the lack of parking restrictions on Whytecliffe Road North. To help ensure that the development is sustainable, the applicant has agreed to a £50,000 contribution that will be used to fund a review, consultation on and implementation of the extension of the Purley CPZ in the roads surrounding the development. This is recommended to be secured through the S106.
- 9.32 Whilst due process will need to be followed in regards to the implementation of the CPZ, Officers are satisfied that it is highly probable that the CPZ would be expanded as there is a strong case in its favour. Nevertheless, there is a small risk that CPZ would not be expanded and that this could result in the development increasing parking stress in surrounding local roads. However, this small risk needs to be balanced against the need to deliver housing, with this site in terms of connectivity and other factors, being an optimum location to meet such targets.
- 9.33 A financial contribution has also been sought to implement a car club parking space on surrounding local streets. Car clubs help reduce parking stress by breaking dependency on private car ownership, which also helps promote sustainable modes of transport.

- 9.34 Two on-site disabled car parking spaces are proposed for use by blue badge holders. Whilst this provision is lower than the requirement set out in the Mayor's Housing SPG which requires a space for every M4 (3) residential unit (typically 10% of units), it does comply with policy T6.1 of the draft New London Plan which requires one space per dwelling for 3% of the total dwellings. Given the site's central location, modest site size, high PTAL and the fact that the majority of the local public transport network is fully accessible, the proposed level of disabled car parking provision is acceptable. A condition is recommended to ensure that both car parking spaces are installed with an electric vehicle charging point.
- 9.35 In terms of trip generation, in the worst case scenario the development is forecasted to generate 4 car movements in the morning peak, 3 car movements in the evening peak hour and 30 car movements throughout the day. In addition the residential development is likely to generate 2 daily taxi, 1 Other Goods Vehicle and 5 daily Large Goods Vehicle movements. However, through the implementation of the CPZ expansion and by securing a Travel Plan via S106 agreement, the level of trip generation is likely to be significantly lower. The level of trip generation even in the worst case scenario would have a negligible impact on traffic generation and operation of the highway.
- 9.36 A delivery service plan has been submitted which proposes various management and mitigation measures to ensure that servicing of the site does not have an adverse impact on the operation of the highway. A condition is recommended to secure this.
- 9.37 In regards to cycle parking, the London Plan (2016) requires one long stay cycle space to be provided for every studio/ 1 bed unit, and 2 spaces for every 2 bed+ unit, and 1 short stay space per every 40 units. In total 69 long stay cycle parking spaces and 1 short stay parking space are required by policy. In total 76 cycle parking spaces would be provided within the basement area exceeding policy requirements. Whilst the location of the cycle store is not ideal, given that the store would be secure and a lift provided, no objection is raised. It is not clear from the submission where the short stay cycle parking space would be located and how it would be accessed. Further details of this are recommended to be secured via condition.
- 9.38 To improve the pedestrian environment surrounding the site and the general setting of the development, the applicant has agreed a £25,000 contribution (secured through the S. 106) to fund the creation of a 'pocket park' in the location of the dead end as shown in the image below.



Image L – Dead End to Whytecliffe Road North

- 9.39 A draft travel plan has been submitted which details some of the initiatives in order to ensure that sustainable methods of transport are promoted (such as travel packs for new residents, the promotion of walking initiatives etc.). A full travel plan is recommended to be secured via the S.106 agreement which will be appropriately monitored.
- 9.40 The development will result in both changes to the existing and introduction of new vehicle crossovers. Prior to the first occupation of the development the necessary works to the public highway (undertaken through S.278 of the Highways Act) will be secured via the S.106 agreement.
- 9.41 A draft construction logistics plan (CLP) was submitted with the application. To ensure that the impact of the development during construction does not have an undue impact on the operation of the highway, a full CLP is recommended to be secured via condition.
- 9.42 A refuse store is proposed immediately adjacent to the front entrance, a short distance from the road, thus enabling convenient collection. The bin store contains ten 1,100 litre bins, 4 of which are of recycling. In addition 440 litre of bins for food recycling have been provided. The level of provision is in line with council's guidance and recommended to be secured via condition.

Trees

- 9.43 There are a number of trees on the site and in adjacent gardens, none of which are protected. Nevertheless there are a number of good quality trees. In terms of the trees on the site, the application has sought to retain these trees where possible and integrate them into the landscaping. In total 2 low quality Category C trees would be removed. The application is accompanied by a landscaping plan, which is recommended to be secured via condition. The landscaping plan contains extensive tree planting that would compensate for loss of trees on the site. A condition is recommended to ensure that retained trees are sufficiently protected during the construction of the development.

Flooding

- 9.44 The site is located in Flood Risk Zone 1 as defined by the Environmental Agency, where the annual probability of fluvial and tidal flooding is classified as less than

1 in 1000 years. In terms of surface water, the site has a very low classification which corresponds to annual probability of flooding less than 1 in 1000 years.

- 9.45 The site is in an area where there is potential for groundwater flooding to occur at surface. The PPG states that ‘the aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible’. The applicant in line with guidance has submitted a sequential test to show whether there are potential development sites with a lower probability of flooding that could be developed instead, to help meet the five year housing supply. The site fails the sequential test as the council can meet their 5 year housing land supply on sites with a lower groundwater flood risk and also in Flood Zone 1.



Image M – Groundwater Flooding Map

- 9.46 The NPPF states that when it is not possible, following the application of the Sequential Test, for a development to be located in zones with a lower probability of flooding, the Exception Test should be applied. In order to pass the Exception Test the following must be met:
- a) It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA where one has been prepared; and
 - b) A site specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 9.47 The application complies with part (a) of the Exception Test. The development increases social provision through the delivery of further housing (31% of which would be affordable), in a sustainable location close to local services and transportation links. There are some economic benefits, with employment opportunities being generated through construction that through S106 agreement would directly benefit local people and suppliers. New residents are likely to help the vitality of local shops and economy through the goods and services they purchase. The development has some environmental benefits, with SUDs achieving close to greenfield run-off rates, that would in turn reduce surface water flooding risk both on the site and elsewhere, and through measures in landscaping that could increase biodiversity. The SUDs strategy has been reviewed by the LLFA whom have confirmed that the strategy is in line with their

requirements and acceptable. The SUDs strategy is recommended to be secured via condition.

- 9.48 In regards to (b), a site specific Flood Risk Assessment has been submitted which correctly identifies the proposed flood risk and suggests appropriate mitigation measures that demonstrate that the development will be safe for its lifetime, without increasing flood risk elsewhere. The application passes part (b) and therefore passes the Exception Test.
- 9.49 The application includes a small basement area containing cycle storage and a plant room, in an area at risk of groundwater flooding. In line with paragraph 8.34 of the Croydon Local Plan (2018), a Basement Impact Assessment (BIA) has been submitted. The BIA appropriately reviews comparable local borehole log data, with the conclusion being that the basement level is likely to be in close proximity to the water table. A number of appropriate mitigation measures are proposed including installation of airbricks, using reinforced concrete flooring with a damp proof membrane and installation of Sump pumps. The recommendations of the BIA are recommended to be secured via condition.

Other Planning Issues

- 9.50 Policy SP6.2 requires new development to minimise carbon dioxide emissions, including that new dwellings (in major development proposals) must be Zero Carbon. As a minimum a 35% reduction in regulated carbon emissions over Part L 2013 is required, with the remaining CO₂ emissions to be offset through a financial contribution. The policy also requires major developments to be enabled for district energy connection unless demonstrated not to be feasible.
- 9.51 The proposed development would achieve a 39.5% reduction in regulated CO₂ emissions. The remaining regulated CO₂ emissions shortfall (59 tonnes) would be covered by a carbon offset payment which would need to be secured through a S.106 agreement. There is no district energy connection but a condition is recommended requiring the incorporation of design features to allow the development to make future connection to District Energy Network should one be implemented.
- 9.52 A planning condition is recommended to secure compliance with the domestic water consumption target of 110 litre/person/day, to ensure sustainable use of resources.
- 9.53 London Plan Policy 7.14 (B) states that developments should minimise increased exposure to existing poor air quality and seek to contribute to addressing local air quality problems and Croydon Local Plan (2018) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution. To address this the applicant has submitted a Sustainability Statement (reference 19-E121-003) which has been reviewed by the Council's Environmental Health team and considered acceptable subject to the imposition of conditions. In addition in order to be acceptable a financial contribution is required to be secured via S106 agreement.

In terms of wildlife and biodiversity, the applicant has submitted a Preliminary Ecological Appraisal Report (ref: 18-4730 dated December 2018). The applicant has carried out desktop study, preliminary roost assessment for bats and birds, a phase 1 survey. One further bat study is required for no.68. Whilst no evidence of bats was found within the roof space, there is a theoretical small space between the tiles and the roofing felt that requires further investigation. A condition is recommended requiring this survey to be carried out prior to any material operation. The finding of the report and surveys, which includes a lighting plan, are recommended to be secured via conditions.

- 9.54 In regards to land contamination, a phase 1 Environmental Risk Assessment and a Phase 2: Site Investigation report were submitted in support of the application. Both reports have been reviewed by the council's Land Contamination Officer whom has confirmed that the phase 1 report is satisfactory. However, due to contaminations encountered during the initial site investigations, further ground gas monitoring is required. These further investigations are recommended to be secured via condition, along with a Remediation Strategy.
- 9.55 In line with policy DM16 of the Croydon Local Plan (2018) a health impact assessment was submitted which identifies that the proposal will improve housing quality, has good access to health, social and retail facilities, open space, and would be environmentally sustainable. Planning obligations and conditions are recommended restricting car use to avoid unacceptable health impacts.
- 9.56 Croydon Local Plan policy SP3.14 and the Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 sets out the Councils' approach to delivering local employment for development proposal. A financial contribution and an employment and skills strategy would be secured as part of the legal agreement.
- 9.57 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 provisions, improvement, replacement, operation or maintenance of education facilities, health care facilities, and opens space, public sports and leisure, and community facilities.

10.0 Conclusion

- 10.1 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

Appendix 1: Planning Policies and Guidance

The following lists set out the most relevant policies and guidance, although they are not exhaustive and the provisions of the whole Development Plan apply (in addition to further material considerations).

London Plan (2016)

- Policy 1.1 Delivering the Strategic Vision and Objectives for London
- Policy 2.6 Outer London: vision and strategy
- Policy 2.8 Outer London: transport
- Policy 2.18 Green Infrastructure
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets

- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising emissions
- Policy 5.3 Sustainable design & construction
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 5.16 Waste net self-sufficiency
- Policy 5.17 Waste capacity
- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.21 Contaminated land
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.19 Biodiversity and access to nature
- Policy 7.21 Trees and woodlands
- Policy 8.1 Implementation
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

Croydon Local Plan (2018)

Strategic Policies

- Policy SP1: The Places of Croydon
- Policy SP2: Homes
- Policy SP3: Employment
- Policy SP4: Urban Design and Local Character
- Policy SP6: Environment and Climate Change
- Policy SP7: Green Grid
- Policy SP8: Transport and Communication

Development Management Policies

- Policy DM1: Housing choice for sustainable communities
- Policy DM10: Design and character
- Policy DM13: Refuse and recycling
- Policy DM14: Public Art
- Policy DM16: Promoting Healthy Communities
- Policy DM18: Heritage assets and conservation
- Policy DM23: Development and construction
- Policy DM24: Land contamination
- Policy DM25: Sustainable Drainage Systems and Reducing Flood Risk
- Policy DM27: Protecting and enhancing our biodiversity
- Policy DM28: Trees
- Policy DM29: Promoting sustainable travel and reducing congestion
- Policy DM30: Car and cycle parking in new development

Place-specific policies

- Policy DM42: Purley

Supplementary Planning Guidance (SPG) / and Documents (SPD)

London Plan

- Affordable Housing & Viability (August 2017)
- Crossrail Funding (March 2016)
- Housing (March 2016)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Character and Context (June 2014)
- Sustainable Design and Construction (April 2014)
- Play and Informal Recreation (September 2012)
- Planning for Equality and Diversity in London (October 2007)

Croydon Development Plan

- Suburban Design Guide 2019 SPD
- Designing for community safety SPD
- SPG 12: Landscape design

Appendix 2: BRE Guidance Terms

Daylight to existing buildings

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

Sunlight to existing buildings

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.