

**PART 6: Planning Applications for Decision**

**Item 6.5**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/03410/FUL  
 Location: 22 Purley Knoll, Purley, CR8 3AE  
 Ward: Purley and Woodcote  
 Description: Demolition of existing buildings; Erection of 7no. apartments and 2no. dwellings and associated works  
 Drawing Nos: 18221LS; 18221E; 799/018/P01/A; 799/018/P02/A; 799/018/P03/D; 799/018/P04/C; 799/018/P05/B; 799/018/P06/A; 799/018/P07/C; 799/018/P08; 799/018/P09/B; 799/018/P10/B; 799/018/P11/A; 799/018/P12/A; 799/018/P13; 0226/19/B/1B  
 Applicant: Everett Property Consultants  
 Agent: Neal Thompson  
 Case Officer: Chris Stacey

	1B2P	2B3P	2B4P	3B4P	TOTAL
TOTAL	2	1	3	3	9

*All units are for private sale*

Car parking spaces	Cycle parking spaces
4 (Inc. 1 blue badge)	16

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

**2.0 RECOMMENDATION**

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

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

a) Restriction on future residents obtaining car-parking permits

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

1. Time limit of 3 years
2. Implemented in accordance with approved drawings
3. Submission of a construction management plan
4. Further details of sustainable drainage measures
5. Materials and detailed drawings to be submitted

6. Landscaping details to be submitted (including child play space, boundary treatments, external lighting and maintenance measures)
7. Details of widened vehicular access and visibility splays
8. Details of cycle parking and cycle ramp
9. Provision of blue badge space and electric vehicle charging points
10. Refuse store to be provided prior to first occupation
11. Ground floor units to be Part M4(2) / Part M4(3) compliant
12. Obscure glazing and non-openable windows below 1.7m (where necessary)
13. 19% carbon reduction
14. 110litre water usage
15. In accordance with details and recommendations of arboricultural report, preliminary ecology report and bat survey report
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

1. Community Infrastructure Levy
2. Code of practice for construction sites
3. S.278 (highways) works
4. Wildlife protection
5. Refuse collection arrangements
6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

- The principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- The design and appearance of the development is acceptable. Subservient buildings are proposed to the rear to optimise the development potential of the site.
- The living standards for future occupiers would be acceptable and Nationally Described Space Standard (NDSS) compliant.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon the local transport network is considered acceptable subject to conditions.
- The proposal's impact on trees and biodiversity is acceptable subject to conditions. Sustainability aspects can be controlled by conditions.
- The proposed flooding and sustainable drainage measures are acceptable subject to conditions.

## **4.0 SITE LOCATION AND PROPOSAL DETAILS**

### **Site and Surroundings**

- 4.1 The application site measures 16m in width and 65m in depth, has an overall area of 0.1ha, and is currently occupied by a detached 3 bedroom two storey property. The site features a garden to its front alongside a driveway leading to a standalone garage which is accessed via a dropped kerb. A large rear garden sits to the rear of the existing property and features a notable drop in land level towards its rear, with the end of the rear garden sitting circa 2.5m lower than the front of the site.



*Figure 1: Location of site*

- 4.2 The site sits on the north-east side of Purley Knoll, a two-way residential side street terminated by Woodcote Valley Road to the west and Brighton Road (A23) to the east, and sits approximately 200m west of the boundary of Purley District Centre. The surrounding area is principally residential in character, featuring a variety of detached properties on large plots arranged in a similar fashion to the application site, with some modest sized flatted blocks located nearby on Woodcote Valley Road. The site does not fall within a conservation area, with the nearest statutory listed building to the site being the Grade II listed Purley Library on Banstead Road.

### **Proposal**

- 4.3 The application seeks to demolish the existing two storey property and erect a four storey (inclusive of a lower ground storey at its rear) building at the front of the site accommodating seven homes as well as a pair of two storey semi-detached houses at the rear.
- The four storey building at the front would accommodate 2 x 1 bedroom, 4 x 2 bedroom and 1 x 3 bedroom apartments.
  - The pair of two storey semi-detached houses at the rear would both feature 3 bedrooms.
  - 4 parking spaces would be located to the front of the site, accessed via a replacement crossover (located in the same position as the existing vehicle access).
  - A communal garden with child play space is proposed to the rear of the site.
  - Refuse storage is located within the building envelope (accessed via the side access route) with cycle storage located to the rear of the flatted building.

### **Planning History**

- 4.4 The following planning decisions are relevant to the application:

22 Purley Knoll (Application Site):

17/00876/HSE – Erection of front garage and two storey side extension.

***Permission granted May 2017, not implemented.***

1 Woodcote Valley Road:

18/02493/FUL – Demolition of the existing house: Erection of a two storey building with accommodation within the roof space comprising of 2x three bedroom, 5x two bedroom and 2x one bedroom flats: Provision of associated parking and landscaping.

***Permission granted July 2018, implemented.***

3 & 5 Woodcote Valley Road:

19/04349/FUL – Demolition of two existing properties and erection of 3/4 storey building with accommodation in the roof space to provide 22 apartments, including landscaping, communal/child play space, enlarged vehicular access and parking as well cycle and refuse storage.

***Currently under consideration.***

6-12 Woodcote Valley Road:

17/05209/FUL – Demolition of existing buildings: erection of two/three storey building with accommodation in roofspace comprising 26 Retirement Living apartments for older persons including communal facilities: provision of vehicular access and provision of car parking and associated landscaping.

***Permission refused April 2018, appeal allowed March 2019, implemented.***

## **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 9 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 23      Objecting: 23      Supporting: 0

No of petitions received: 0

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

SUMMARY OF OBJECTIONS	RESPONSE
Principle of development	
Overdevelopment / in excess of density range	The proposed density falls within the recommended range for this location

No affordable housing proposed	There is no requirement to provide affordable housing for the scale of development proposed
Loss of a family home without replacement family accommodation	The proposed development would result in a net uplift in family accommodation
Design	
Out of character with surrounding area	Please refer to paragraphs 8.5 – 8.15 of this report
Inadequate access arrangements for the two semi-detached properties to the rear	Please refer to paragraphs 8.5 – 8.8 and 8.19 of this report
Height and massing is unacceptable	Please refer to paragraphs 8.9 – 8.11 of this report
Poor quality of proposed accommodation	Please refer to paragraphs 8.16 – 8.19 of this report
Insufficient amenity space proposed for future occupants	Please refer to paragraphs 8.16 – 8.19 of this report
The architectural style of the proposal should better reflect that of the existing surrounding buildings	Please refer to paragraphs 8.12 – 8.15 of this report
Amenity	
Negative impact on neighbouring amenity	Please refer to paragraphs 8.20 – 8.28 of this report
Overlooking	Please refer to paragraphs 8.20 – 8.28 of this report
Increase in noise levels	The proposal is for a C3 (residential) use and would therefore not introduce noise levels which would be incompatible with other C3 (residential) uses
Disturbance from construction	A condition is recommended requiring the submission of a construction management plan prior to the commencement of works
Highways & Parking	
Insufficient car parking	Please refer to paragraphs 8.29 – 8.34 of this report
Parking survey is inadequate	The submitted parking survey has been undertaken in accordance with the 'Lambeth Methodology'
Negative impact on highway safety and local environment due to increased traffic levels	Please refer to paragraphs 8.29 – 8.34 of this report
Poor access to cycle storage	Please refer to paragraph 8.33 of this report
Other matters	
Impact upon local infrastructure	The proposed development would be CIL liable which assists in delivering infrastructure in the local area
Loss of natural vegetation and natural habitat	Please refer to paragraphs 8.35 – 8.40 of this report

Detrimental impact on trees	Please refer to paragraphs 8.35 – 8.36 of this report
No's 22 and 24 are physically connected at ground floor	This is noted and any issues arising from this would be addressed via the Party Wall Act 1996
Concerns regarding the ongoing maintenance of the site	A condition is recommended requiring the submission of a maintenance plan for the ongoing maintenance of the site
Impact on Purley View nursing home	The Purley View nursing home sits approximately 175m to the east of the site and is not considered to be adversely impacted upon by the proposed development
Smells from refuse store	The location of the proposed refuse store has been amended such that it is located within the building envelope, thus reducing the likelihood of smells from the refuse store impacting upon surrounding residents

6.3 Councillors Oviri and Quadir made the following representations:

- Overdevelopment
- Out of character with surrounding area
- Negative impact on neighbouring amenity
- Negative impact on highway safety and local environment due to increased traffic levels
- Increase in noise levels
- Inadequate access arrangements for the two semi-detached properties to the rear
- Poor quality of proposed accommodation
- Insufficient car parking
- Poor access to cycle storage

6.4 Purley and Woodcote Residents Association made the following representations:

- Loss of a family home without replacement family accommodation
- Overdevelopment
- Out of character with surrounding area
- Insufficient amenity space proposed for future occupants
- Poor quality of proposed accommodation
- Negative impact on neighbouring amenity
- Insufficient car parking
- Inadequate access arrangements for the two semi-detached properties to the rear

## 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.

### National Guidance

- 7.2 Government guidance is contained in the National Planning Policy Framework (**NPPF**) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up to date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed places.

### Development Plan

- 7.3 The Development Plan comprises the Croydon Local Plan 2018 (**CLP**), the London Plan 2016 (**LP**), and the South London Waste Plan 2012 (**SLWP**).
- 7.4 A replacement for the LP, in the form of the Draft London Plan 2019 (**DLP**) has been subject to public consultation and an examination in public (EiP). Whilst the LP still forms part of the adopted Development Plan, as the DLP moves further through the process to adoption it gains more weight. At present members should be advised that the DLP only carries limited weight.
- 7.5 Of particular relevance to this proposal is the Council's Suburban Design Guide 2019 (**SDG**) which is a supplementary planning document (SPD) intended to provide supplementary guidance to the CLP.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

- 8.1 The main planning issues raised by the application that the committee must consider are:
1. Principle of Development
  2. Design and Appearance
  3. Housing Quality
  4. Impact on Surrounding Neighbours
  5. Highways, Parking and Refuse
  6. Trees, Landscaping, Biodiversity and Sustainability
  7. Flood Risk and Sustainable Drainage

### Principle of Development

- 8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.2 of the CLP states that the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites (i.e. non allocated sites outside of the Croydon Opportunity Area – such as this application site).

Given the above the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.

- 8.3 With respect to density, the site's 'setting' can be classed as 'urban' (despite its built form being of a suburban character) due to its close proximity to Purley district centre, and given its PTAL of 5 a suitable density level range is between 200-700 habitable rooms per hectare (hr/ha) in accordance with Table 3.2 of the LP. The proposal has a density of 300 hr/ha which is within the recommended range and is thus acceptable.
- 8.4 The existing property which is to be demolished is a 3 bedroom property (as originally built) measuring 160sqm and can be classified as a family home. Policy DM1.2 of the CLP seeks to protect family homes through not allowing the net loss of 3 bedroom homes (as originally built) and Policy SP2.7 of the CLP sets a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms (where demand is greatest) which all developments are expected to contribute towards. In this instance the proposed development would provide 3 x 3 bedroom homes (representing 33% of the homes proposed and a net uplift of 2 x 3 bedroom homes on this site) which would meet the requirements of both of the aforementioned policies. It should also be noted that Policy DM1.1(b) of the CLP allows 2 bedroom 4 person homes to be considered as family accommodation within 3 years of the adoption of this plan, and when the 3 x 2 bedroom 4 person homes are also taken into account, the development would feature a family home provision of 66% which is welcomed.

## **Design and Appearance**

### **Layout**

- 8.5 The proposed layout of the development includes the provision of a flatted block at the front of the site located in a similar location to the existing property (albeit with a larger footprint) and a pair of semi-detached properties located to the rear of the site, accessed via a footpath to the side of the flatted block. Car parking is provided at the front of the site, whilst a communal garden and child play area is located between the rear of the flatted block and the front of the semi-detached properties.
- 8.6 In respect of the flatted block at the front of the site, whilst the front building line sits further forward than the existing building and the neighbouring property at 20 Purley Knoll, it would still sit slightly back from the predominant front building line along the street and would thus be compliant with the guidance regarding building lines set out in the CLP and SDG. The rear projecting portion of the building does not project substantially beyond the rear building line of the existing property, extending beyond the rear building line of 20 and 24 Purley Knoll by 5.7m and 4.5m respectively (respecting the 45 degree angle from the nearest windows of the adjacent properties). A gap of 1.8m and 1.2m between each side of the building and the respective boundaries to 20 and 24 Purley Knoll has been proposed according with the relevant guidance regarding relationships to neighbouring boundaries in the SDG. Access to the flatted block is via a communal entrance located in the centre of the front façade which provides direct access to both the car parking area and street. Direct access from the flatted block to the communal garden and child play area is provided via a pathway located on the north-west side of the building adjacent to the boundary with 24 Purley Knoll.
- 8.7 In respect of the semi-detached properties located to the rear of the site, whilst it is recognised that this aspect of the proposal would represent a deviation from the





predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained within the roof space or set back from the building envelope below. Furthermore the SDG also states that developments do not necessarily need to step down in height towards neighbouring buildings of a lesser height.

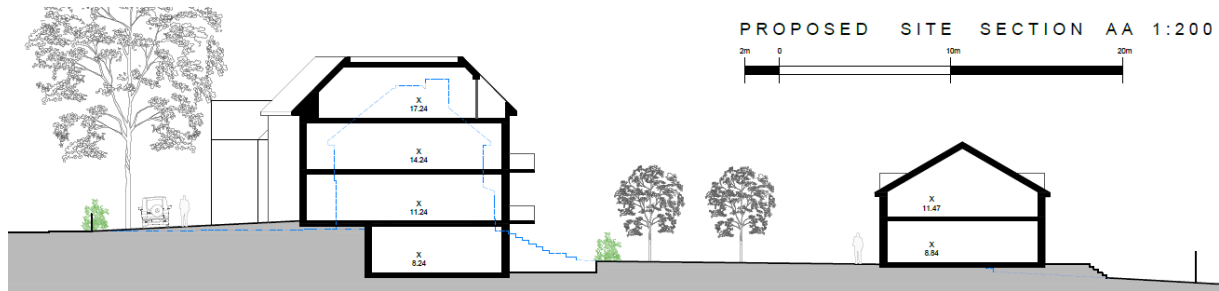


*Figure 3: Extract from the SDG*



*Figure 4: Proposed street scene*

- 8.10 In respect of the flatted building to the front of the site this would feature 4 storeys (through utilising land level changes across the site by way of a lower ground storey facing onto the rear garden), however would only feature 3 storeys on the street facing elevation. The ridge height of this building would sit at a slightly higher level to that of 24 Purley Knoll and around half a storey higher than that of 20 Purley Knoll, however such differentiations in height between neighbouring properties in the local context are not uncommon, and in this instance are not of an extent that would result in a negative impact upon the local character. Whilst the SDG allows proposals in locations such as this to have up to 3 storeys with an additional floor contained within the roof space or set back from the building envelope below, given the prominence of this site atop the brow of a hill and its relationship with 20 Purley Knoll (which is of a lower height than many of the surrounding properties), it is considered that the scale, height and massing of the flatted building to the front of the site strikes an appropriate balance between respecting the local character whilst intensifying and optimising the development potential of the site, and is thus acceptable.



*Figure 5: Proposed site section*

- 8.11 To the rear of the site a pair of semi-detached houses of two storeys in height are proposed, being half the height of the flatted block to the front of the site and featuring a relatively modest footprint, meaning that they would read as being visually subordinate to the flatted block. Their subservience to both the flatted block and the existing surrounding properties fronting Purley Knoll would be further reinforced by the fact that this part of the site sits circa 2.5m lower than the front of the site (see Figure 5). Given the notable subservience of the semi-detached houses to the rear of the site, their scale, height and massing is acceptable and would accord with the relevant sections of the CLP and the SDG.

#### Appearance and Materials

- 8.12 The proposed architectural approach for the development incorporates a mixture of sympathetic and faithful and contemporary reinterpretation elements (as defined in section 2.8 of the SDG), through respecting and referencing the surrounding character of the area, in terms of the building's form, material palette and detailing, whilst at the same time introducing aspects of contemporary detailing to ensure that the proposal is not simply a pastiche of surrounding buildings. Such an approach to the appearance of the proposed development is considered appropriate in this instance and would complement and respect the character of the surrounding area.
- 8.13 The proposed roof forms of both the flatted block and the semi-detached properties would be pitched, featuring gables, hipped roofs and dormer windows (features found within the local area). The respective features of the roof forms are well proportioned against the rest of the proposal, are not overcomplicated and are well considered, and accord with the relevant guidance set out in the SDG.
- 8.14 The proposed material palette consists of brick, stone and tile hanging, and features detailing to the eaves (incorporating bargeboards and fascia's) and decorative roof brackets, taking reference from the surrounding built environment. The proposed material palette and detailing is well considered, would complement the surrounding character, and would accord with relevant guidance in the SDG. A condition requiring the submission of samples and the specification of the final materials, alongside detailed drawings of reveal depths and key junctions/features (such as the decorative roof brackets) has been recommended. A mixture of setts and slabs would form the proposed hardscaping alongside soft landscaping features, with a condition requiring the submission of samples of such alongside details of maintenance measures and any external lighting being recommended.
- 8.15 In order to respect the character of the street, balconies have not been proposed to the front elevation, with all of the proposed balconies proposed to the rear elevation,

featuring metal balustrading to their fronts, and 'hit and miss' brickwork walls of 1.8m in height to their sides. The proposed balcony design has been treated as an integral part of the design and follows the guidance set out in the SDG.

### Housing Quality

- 8.16 As outlined by Figure 6 below all of the proposed units would meet or exceed the internal floor area and private amenity space standards set out by both the Nationally Described Space Standards (NDSS) and Table 6.2 in the CLP.

	Internal Floor Area		Private Amenity Space	
	Requirement	Proposed	Requirement	Proposed
<b>FLAT 1 (3B4P)</b>	<i>74sqm</i>	85sqm	<i>7sqm</i>	37sqm
<b>FLAT 2 (2B4P)</b>	<i>70sqm</i>	74sqm	<i>7sqm</i>	7sqm
<b>FLAT 3 (2B3P)</b>	<i>61sqm</i>	79sqm	<i>6sqm</i>	10sqm
<b>FLAT 4 (2B4P)</b>	<i>70sqm</i>	74sqm	<i>7sqm</i>	7sqm
<b>FLAT 5 (2B4P)</b>	<i>70sqm</i>	72sqm	<i>7sqm</i>	12sqm
<b>FLAT 6 (1B2P)</b>	<i>50sqm</i>	57sqm	<i>5sqm</i>	8sqm
<b>FLAT 7 (1B2P)</b>	<i>50sqm</i>	57sqm	<i>5sqm</i>	7sqm
<b>HOUSE 1 (3B4P)</b>	<i>84sqm</i>	87sqm	<i>7sqm</i>	75sqm
<b>HOUSE 2 (3B4P)</b>	<i>84sqm</i>	87sqm	<i>7sqm</i>	75sqm

*Figure 6: Internal floor area and private amenity space*

- 8.17 All of the proposed units would be either dual or triple aspect, incorporate dedicated storage and would provide a high standard of accommodation for their future occupiers. The distance between the rear elevation of the flatted block at the front of the site and the front elevation of the semi-detached houses at the rear of the site would be in excess of 18m and is acceptable in terms of any overlooking impacts between these two buildings.
- 8.18 Communal amenity space and child play space is located between the flatted block and the semi-detached houses and can be directly accessed from within the flatted block via a footpath on the north-west side of the building as well as the semi-detached houses in accordance with the guidance contained within the SDG. In line with Table 6.2 of the CLP the proposed development would be required to provide a minimum of 19.2sqm of child play space, and the proposed development would provide an area dedicated to child play space in excess of this. A condition requiring the submission of further information and details in relation to the proposed communal amenity space and child play space is recommended.

8.19 In terms of accessibility, level access would be provided from the front door to the ground floor units (which includes 1 x 2b3p and 1 x 2b4p apartments), with the internal layout of the 2b3p unit designed to be wheelchair adaptable/accessible (in accordance with Part M4(3) of the Building Regulations) and the internal layout of the 2b4p unit designed to be adaptable/accessible (in accordance with Part M4(2) of the Building Regulations). Such provision would be secured via condition. Given the limitations of the footprint and the overall scale of development proposed, it has not been possible to provide a lift for this development and as such the above and below ground floor units would not be fully accessible. The LP however states that accessible unit provisions should be applied flexibly to developments of four stories or less to ensure that such development is deliverable and the lack of a lift in this development is thus acceptable. It is recognised that the communal garden and child play area to the rear of the flatted block would not feature step free access, however given the notable land level changes on this site and its shape and size, an alternative arrangement to that proposed has not been possible. In respect of the semi-detached houses to the rear of the site, it is recognised that access to them is via a stepped pathway, however such an arrangement is necessary due to the notable change in land levels across the site. Said stepped access has however been designed in a manner to make this route as comfortable as possible for its users through the use of small flights of steps interspersed by generous flat landings, and is acceptable. A blue badge car parking space with the necessary clear zone around it has been proposed to the front of the site.

### **Impact on Surrounding Neighbours**

8.20 There are a number of properties that surround the site which include 20 Purley Knoll to the south-east, 24 Purley Knoll to the north-west, 23 and 25 Purley Knoll to the south-west and 29 and 31 Banstead Road to the north-east as illustrated in Figure 7 below.





Figure 7: Surrounding neighbours



Figure 8: Rear elevation with 45 degree line

## 20 Purley Knoll

- 8.21 20 Purley Knoll sits on the south-east side of the application site, features a gated side pathway along its boundary with the application site and does not feature any side windows on its north-west elevation (i.e. the flank elevation adjacent to the application site). The front building line of the proposed flatted block would sit 4.5m forward of the front elevation of 20 Purley Knoll (which sits notably behind the predominant building line of the street), however due to the notable distance between the proposed flatted block and the closest habitable room window on the front elevation of 20 Purley Knoll, the proposed flatted block would not result in unacceptable amenity impacts for 20 Purley Knoll at its front. The rear building line of the proposed flatted block would sit 7m beyond the rear elevation of 20 Purley Knoll, however a 45 degree line (taken from the centre point of the closest habitable room window on the rear elevation of 20 Purley Knoll outlined in Figure 8) demonstrates that the proposed flatted block would not breach this line in either plan nor elevation (in accordance with the SDG) and as such the proposed flatted block would not result in unacceptable amenity impacts for 20 Purley Knoll at its rear.
- 8.22 The side elevation of the proposed flatted block facing 20 Purley Knoll features three windows at ground floor level, and two windows at first floor level. A condition is recommended requiring that both of the first floor windows would need to be obscured glazed and non-openable below 1.7m (above internal floor level) in order to protect the amenity of 20 Purley Knoll. Whilst the three windows at ground floor level would not need to be included within the aforementioned condition in order to protect the amenity of 20 Purley Knoll, it should be noted that in this instance they would too also be required to be obscured glazed and non-openable below 1.7m (above internal floor level) in order to protect the amenity of future occupiers of this apartment due to the presence of the adjacent pathway. With respect to the balconies/terraces that sit to the rear of the flatted block adjacent to 20 Purley Knoll, the terrace at lower ground level would sit well below the existing fence line, whilst the outboard balconies at ground and first floor level would feature 1.8m high 'hit and miss' brickwork walls to their sides to prevent direct overlooking. The balcony at second floor level would be inset within the building's roof form thus preventing direct overlooking.
- 8.23 In respect of the proposed semi-detached houses at the rear of the site, these would be sited 26m behind the rear building line of 20 Purley Knoll (exceeding the 18m distance requirement in the SDG) and feature no side windows. Whilst it is recognised that first floor windows on their front elevations (facing back towards 20 Purley Knoll) are proposed, the closest window to the boundary, which serves a bathroom, would be obscured glazed and non-openable below 1.7m (which would be secured via condition), with the next closest window, serving a bedroom, sitting 5.75m in from the boundary with 20 Purley Knoll. The above considerations would ensure that there would be no direct overlooking of 20 Purley Knoll from the semi-detached properties with any indirect overlooking limited to an acceptable level not uncommon in a suburban environment such as this.

## 24 Purley Knoll

- 8.24 24 Purley Knoll sits on the north-west side of the application site, features a side pathway and single storey side extension (attached to the existing property on the application site) along its boundary with the application site, with the only side window on its south-east elevation (i.e. the flank elevation adjacent to the application site) being

a small obscured glazed window at ground floor level (which would not be afforded the same level of protection as a primary habitable room window). The front building line of the proposed flatted block would sit slightly behind the front elevation of 24 Purley Knoll and would therefore not result in unacceptable amenity impacts for 24 Purley Knoll at its front. The rear building line of the proposed flatted block would sit 3.5m beyond the rear elevation of 24 Purley Knoll, and whilst the 45 degree line would not be breached in plan, nor in elevation (as illustrated on the rear elevation), officers have since adjusted the location of the 45 degree line in elevation (such that it is taken from the centre point of the closest habitable room window) which now shows that the proposal would marginally breach this line. Given however that this window would only marginally fail in elevation, the impact on daylight and sunlight levels for 24 Purley Knoll would not be significant due to the orientation of the two properties in relation to one another and as such the proposed flatted block would not result in unacceptable amenity impacts for 24 Purley Knoll at its rear.

- 8.25 The side elevation of the proposed flatted block facing 24 Purley Knoll features two windows at ground floor level, and two windows at first floor level. A condition is recommended requiring that both of the first floor windows would need to be obscured glazed and non-openable below 1.7m (above internal floor level) in order to protect the amenity of 24 Purley Knoll. With respect to the balconies/terraces that sit to the rear of the flatted block adjacent to 24 Purley Knoll, the terrace at lower ground level would sit well below the existing fence line, whilst the outboard balconies at ground and first floor level would feature 1.8m high 'hit and miss' brickwork walls to their sides to prevent direct overlooking. The balcony at second floor level would inset within the building's roof form thus preventing direct overlooking.
- 8.26 In respect of the proposed semi-detached houses at the rear of the site, these would be sited 26m behind the rear building line of 24 Purley Knoll and feature no side windows. Whilst it is recognised that first floor windows on their front elevation (facing back towards 24 Purley Knoll) are proposed, the closest window the boundary, which services a bathroom, would be obscured glazed and non-openable below 1.7m (which would be secured via condition), with the next closest window, serving a bedroom, sitting 5.5m in from the boundary with 24 Purley Knoll. The above considerations would ensure that there would be no direct overlooking of 24 Purley Knoll from the semi-detached properties with any indirect overlooking limited to an acceptable level not uncommon in a suburban environment such as this.

#### 23 and 25 Purley Knoll

- 8.27 These properties are located opposite the site with the separation distance between these properties and the proposal being around 30m and including the presence of a road and landscaping. Given the degree of separation between the proposed development and these properties, the proposals would not result in unacceptable amenity impacts for these properties.

#### 29 and 31 Banstead Road

- 8.28 These properties are located to the rear of the site with the separation distance between these properties and the semi-detached properties at the rear of the site being in excess of 45m. Furthermore there is significant established vegetation located between the application site and these properties which is to be retained. As such the proposals would not result in unacceptable amenity impacts for these properties.



## Highways, Parking and Refuse

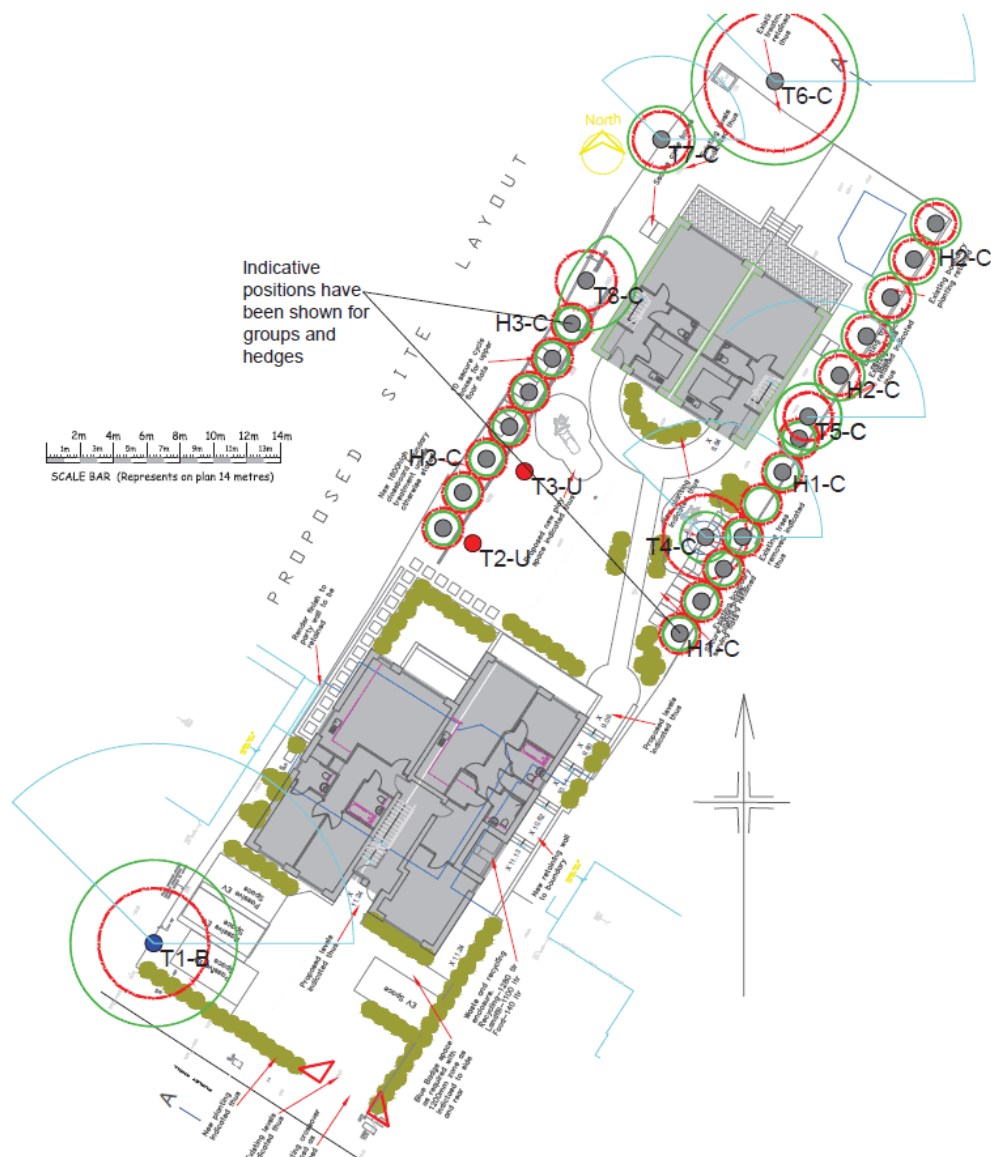
- 8.29 The site has a PTAL of 5 representing a very good level of public transport accessibility, sits approximately 600m west of Purley rail station, and sits approximately 250m from the closest bus stop on Brighton Road which is served by a number of high frequency bus routes. Purley Knoll is a non-classified residential two-way side street terminated by Woodcote Valley Road in the west and Brighton Road (A23) in the east. The site falls within the Purley Controlled Parking Zone (CPZ) which operates on Monday to Saturday between 9am and 5pm.
- 8.30 Vehicular access to the site is currently via a driveway and dropped kerb on the east side of the site (adjacent to 20 Purley Knoll). The proposed development seeks to retain vehicular access to the site in the same location (albeit through a slightly widened access point) with further details of the proposed widened access point, including visibility splays being required by condition. Works to widen the existing vehicle crossover to take into account the widened access point will be carried out under a S.278 agreement between the applicant and the Council. Vehicular tracking diagrams have been provided with the application and demonstrate that sufficient space to accommodate the necessary vehicular movements within the forecourt at the front of the site has been provided.
- 8.31 Table 6.2 of the LP sets out maximum car parking standards for residential developments. This states that 1-2 bedroom properties should provide less than 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the LP the proposed development could therefore provide up to a maximum of 11 spaces (rounded up from 10.5). It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the ambitions of both the LP and CLP to reduce reliance on car usage and promote/prioritise sustainable modes of transport. This position is especially relevant in this case given the site's very good level of public transport accessibility and its location very close to a District Centre and within a CPZ which allows the Council to restrict future occupiers of the proposed development from applying for parking permits. As such a significantly lower level of on-site car parking can be supported in this instance in the interests of reducing the development's reliance on car usage.
- 8.32 The proposed development provides a total of 4 off-street parking spaces (including 1 blue badge space and electric vehicle charging facilities), and given that census data projects the proposed development as giving rise to 7-8 cars, the proposal could potentially lead to a parking 'overspill' of 3-4 vehicles which would usually need to be accommodated on-street in the locality. The applicant has undertaken a parking stress survey in accordance with the Lambeth Methodology, which demonstrates that existing parking stress levels on Purley Knoll are relatively low (with generally 30+ spaces available overnight) and thus could accommodate the anticipated overspill. Given however the site's location within a CPZ and its very good level of public transport accessibility, it is recommended in this instance that a permit free agreement (imposed via a S.106 agreement) is proposed to prevent future occupiers of the development from applying for parking permits thus negating any potential parking 'overspill' for Purley Knoll. In light of the above the proposed car parking provision and the proposal's impact upon the local highway network would be acceptable.
- 8.33 In respect of cycle parking, the proposed development seeks to provide a total of 16 cycle parking spaces, in the form of 12 secure cycle boxes (for residents of the

proposed flatted block) located to the rear of the flatted block within the communal garden, and 2 secure cycle boxes for each of the semi-detached houses at the rear of the site, located within their respective private gardens. The overall quantum of cycle parking proposed would accord with LP and CLP standards, and a cycle ramp would be attached to the external stairs within the side pathway to ensure ease of access. A condition is recommended requiring further details of the proposed cycle storage and cycle ramp.

- 8.34 With respect to refuse storage, a dedicated refuse store located within the building envelope has been provided on the east side of the flatted block, accessed via the side pathway. The proposed refuse store would provide the requisite level of refuse storage for the proposed development and would accord with policy DM13.1 of the CLP.

### Trees, Landscaping, Biodiversity and Sustainability

- 8.35 The existing site currently accommodates a total of 11 trees and hedges as identified by the tree survey schedule contained within the submitted Arboricultural Report. These include 1 Category B tree; 8 Category C trees and 2 Category U trees, and are highlighted in Figure 8 below. None of these trees are the subject of a Tree Preservation Order (TPO).



### *Figure 9: Existing tree survey*

- 8.36 The proposed development seeks to remove 5 of the existing trees and hedges, 3 of which are classed as Category C trees, with the others being classed as Category U trees. Given the low quality of the trees that are proposed to be removed, their removal is acceptable. In order to mitigate for the loss of the aforementioned trees and improve the landscaping quality of the site, the proposal seeks to plant an additional 13 trees (resulting in a net uplift of 8 trees on site) which is welcomed. Conditions are recommended to secure the proposed additional tree planting and ensure that the proposed development accords with the tree protection measures for the retained trees as recommended in the submitted Arboricultural Report.
- 8.37 In respect of landscaping, whilst large portions of the site will feature soft landscaping in the form of lawns and planting, with details of the proposed planting having been submitted, hard landscaping in the form of setts and slabs is proposed to the front of the site, as well as along the side and to the rear of the site. Further details of the hardscaping (including samples) alongside details of maintenance measures and external lighting will be secured via condition.
- 8.38 A preliminary ecology report has been submitted in support of the application to identify what habitats are present on site and look for any evidence of, or potential for, protected/notable species. This report concluded that whilst the site contains common/widespread habitat types, none of these are of a conservation concern. In order to ensure that the proposed development does not have an adverse impact upon the biodiversity value of the site a series of mitigation measures in respect of the boundary hedgerows, breeding birds and reptiles have been recommended alongside a series of measures to enhance the biodiversity value of the site in accordance with policy DM27 of the CLP. A condition requiring that the development is carried out in strict accordance with the recommendations of this report is recommended.
- 8.39 Whilst no evidence of bats were recorded during the preliminary ecology survey, given the existing property's potential for bats a further bat survey was carried out. This subsequent bat survey identified the presence of a bat roost of low conservation significance. In order to avoid direct impacts to individual bats as a result of the proposed development a series of mitigation measures have been proposed, and a condition requiring that the development is carried out in strict accordance with the recommendations of this report is recommended.
- 8.40 In respect of sustainability conditions are recommended to ensure that the proposed development achieves a 19% reduction in CO2 emissions over the 2013 Building Regulations requirements and meets a minimum water efficiency standard of 110 litres/person/day in accordance with policy SP6.3 of the CLP.

### **Flood Risk and Sustainable Drainage**

- 8.41 The applicant has submitted a Flood Risk and Surface Water Management Statement in support of the application. The site is located in Flood Zone 1 and according to the Environment Agency has a very low probability of fluvial or tidal flooding. Whilst the site does lie within a Critical Drainage Area as well as a location which has the potential for groundwater flooding to occur at surface, it should be noted that due to the site's elevation at the top of Purley Knoll, the site itself is at a low risk from surface water flooding and groundwater flooding.

8.42 Sustainable drainage measures are proposed on the site in accordance with policy DM25 of the CLP in the form of a crate soakaway to the rear of the proposed flatted block along with the use of permeable paving. A condition has been recommended requiring further details of the proposed sustainable drainage measures.

### **Conclusion**

8.43 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted subject to conditions and a legal agreement for the reasons set out above. The details of the decision are set in the RECOMMENDATION section of this report.

## **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).

### CLP

The Croydon Local Plan was adopted in February 2018 and the most relevant policies to this application are as follows:

- SP2 Homes
- DM1 Housing Choice for Sustainable Communities
- SP4 Urban Design and Local Character
- DM10 Design and Character
- DM13 Refuse and Recycling
- SP6 Environment and Climate Change
- DM23 Development and Construction
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- SP7 Green Grid
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and Communication
- DM29 Promoting Sustainable Travel and Reducing Congestion
- DM30 Car and Cycle Parking in New Development
- DM42 Purley

The Suburban Design Guide was adopted in April 2019 as a supplementary planning document to the CLP and is of relevance.

### LP

The London Plan was adopted in March 2016 and the most relevant policies to this application are as follows:

- 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 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.15 Water Use and Supplies
- Policy 5.17 Waste Capacity
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.1 Lifetime Neighbourhoods

- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

The Housing SPG was adopted in March 2016 and the Play and Informal Recreation SPG was adopted in September 2012, both as supplementary planning guidance to the LP and are of relevance.