

PART 6: Planning Applications for Decision**Item 6.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref:	19/02532/FUL
Location:	3 Northwood Avenue, Purley, CR8 2ER
Ward:	Purley and Woodcote
Description:	Demolition of a single family dwelling and erection of one 3-storey block, containing 2 x 3 bedroom, 3 x 2 bedroom and 2 x 1 bedroom units with associated landscaping, 1 parking space, cycle storage and refuse store.
Drawing Nos:	3923; 3923/1; 3923/2; 3923/4; 3923/5; 3923/6; 3923/7; 3923/8; 3923/8; 3923/9; 3923/9 Rev A; 3923/10; 3923/12; UA/TP1
Applicant:	Mr Luke Mayle
Agent:	Lee Richardson
Case Officer:	Chris Stacey

	1B2P	2B3P	3B5P	TOTAL
TOTAL	2	3	2	7

All units are for private sale

Car parking spaces	Cycle parking spaces
1	15

- 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.
- 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 cycle parking and cycle ramp
8. Details of ecological enhancement measures
9. Provision of electric vehicle charging point
10. Refuse store to be provided prior to first occupation

11. Obscure glazing and non-openable windows below 1.7m (where necessary)
12. 19% carbon reduction and 110litre water usage
13. In accordance with details and recommendations of arboricultural report
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1. Community Infrastructure Levy
2. Code of practice for construction sites
3. Wildlife protection
4. Refuse collection arrangements
5. 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.
- 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.
- 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 varies in width from 15m to 25m and is 35m in depth, has an overall area of 0.07ha, and is currently occupied by a detached bungalow with accommodation in the roof. The site features a tiered garden to its front alongside a sloped driveway leading to an attached garage which is accessed via a dropped kerb. A large garden sits to the rear of the existing property and features a notable rise in land level towards its rear, with the end of the rear garden sitting circa 7m higher than the front of the site.



Figure 1: Location of site

- 4.2 The site sits on the south-west side of Northwood Avenue, a two-way residential side street which terminates just to the north of the site at its junction with Higher Drive, and sits approximately 600m south-east of the boundary of Purley District Centre. The surrounding area is principally residential in character featuring a variety of detached and semi-detached properties, with some modest sized flatted blocks located to the rear of the site on Foxley Hall. The site does not fall within a conservation area and does not sit in close proximity to any statutory listed buildings. Whilst the site falls outside of the Purley CPZ, it does sit within a 'free bay area' with parking restrictions applicable outside of the demarcated bays.

Proposal

- 4.3 The application seeks to demolish the existing property and erect a 3 storey (inclusive of ground level) building accommodating 7 homes.
- The proposal would accommodate 2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom apartments.
 - 1 parking space is proposed to the front of the site, accessed via the existing crossover. 15 cycle parking spaces are located to the rear of the site, accessed via a dedicated pathway to the side of the proposed building.
 - A communal garden with child play space is proposed to the rear of the site.
 - Refuse storage is located at the front of the site and has been integrated into the proposed landscaping.

Planning History

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

2 Northwood Avenue and R/O 5 Higher Drive:

18/04200/FUL – Demolition of existing dwelling house at 2 Northwood Avenue and construction of new apartment building containing 9 residential flats at 2 Northwood Avenue and the rear garden of 5 Higher Drive, and other associated works (revised proposal).

Permission granted December 2018

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 10 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: 20 Objecting: 19 Supporting: 1

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	The development is suitable for its site and has no unacceptable impact on neighbours, character or highway safety
No need for additional housing here given the Council is currently meeting its housing targets	There is currently a 'housing crisis' and an acute need for additional housing. The intensification of existing residential sites (such as this) to provide a greater quantum of housing is in principle supported by planning policy
Design	
Out of character with surrounding area	Please refer to paragraphs 8.5 – 8.13 of this report
Poor design	Please refer to paragraphs 8.5 – 8.13 of this report
Height and massing is unacceptable	Please refer to paragraphs 8.8 – 8.9 of this report
The proposal does not provide disabled access	Please refer to paragraph 8.18 of this report
Lack of green amenity space	Please refer to paragraphs 8.16 – 8.17 of this report
Amenity	
Daylight and sunlight impacts	Please refer to paragraphs 8.19 – 8.25 of this report
Overlooking	Please refer to paragraphs 8.19 – 8.25 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 8.26 – 8.31 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 8.26 – 8.31 of this report
The cycle store will not be used	Further details of the cycle store to ensure it is well designed (and thus well used) will be secured via condition
Other matters	
Detrimental impact on local wildlife	Please refer to paragraph 8.36 of this report
The proposals will contribute to global warming and carbon emissions	A condition requiring the development to be designed in a sustainable manner in order to assist in reducing carbon emissions has been proposed
Increased impacts on flooding	Measures to ensure that the proposed development does not adversely impact on flooding have been proposed, with full details of such measures being secured via condition
Detrimental impact on trees	Please refer to paragraphs 8.33 – 8.34 of this report
SUMMARY OF SUPPORT	RESPONSE
There is a lack of flats in Purley and a greater quantum of flats are required as spacious houses on large plots are not affordable	N/A

6.3 Councillor Brew made the following representations:

- Pre-application advice concerning this scheme is not available to view *[OFFICER COMMENT: This has since been added, however its contents are not material to the determination of this application, with the submission in its current form deemed acceptable.]*
- The submitted design and access statement contains a number of factual errors
- The parking stress survey methodology used is inappropriate for this location given the presence of daytime commuter parking
- The removal of two on street parking bays is unacceptable
- The proposal will result in on-street parking 'overspill'

- Overdevelopment and breaching of 45 degree line
- The proposal does not provide disabled access and should include a lift

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 (2016), 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 (2016) still forms part of the adopted Development Plan, as the DLP (2019) moves further through the process to adoption it gains more weight. At present members should be advised that the DLP (2019) 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 (2018).
- 7.6 A full list of the policies and guidance notes relevant to this application are attached in Appendix 1.

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 3 a suitable density level range is between 200-450 habitable rooms per hectare (hr/ha) in accordance with Table 3.2 of the LP. The proposal has a density of 294 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 142sqm 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 2 x 3 bedroom homes (representing 29% of the homes proposed and a net uplift of 1 x 3 bedroom homes on this site) which is acceptable.

Design and Appearance

Layout

- 8.5 The proposed layout of the development includes the provision of a flatted block in a similar location to the existing property (albeit with a larger footprint). A single car parking space is provided at the front of the site in the same location as the existing driveway alongside landscaping, whilst a communal garden and child play area is located at the rear of the site.
- 8.6 The front building line sits in the same location as the existing building and aligns with both of the neighbouring properties and would thus be compliant with the guidance regarding building lines set out in the CLP and SDG. The rear line of the main portion of the building would extend 5.5m beyond the rear building line of both the existing and neighbouring properties, with an inset rear projecting element extending a further 3.7m beyond this. 45 degree lines have been taken from the nearest habitable room windows of the adjacent properties, and whilst the projecting portion of the building breaches both of these lines, said breaches are very minor in nature (as illustrated by Figure 2). A gap of 1.5m and 1.8m between each side of the building and the respective boundaries to 1 and 5 Northwood Avenue has been proposed according with the relevant guidance regarding relationships to neighbouring boundaries in the SDG. Access to the building is via a communal entrance located in the centre of the front façade which provides direct access to the street, and a direct access route from the building to both the communal garden and child play area is located to the rear. An access path which follows the existing ground level on the north-west side of the

building adjacent to the boundary with 1 Northwood Avenue provides direct access from the street to the cycle store at the rear of the site.



Figure 2: Proposed site plan

- 8.7 The front of the site features a small area of hardstanding accommodating the proposed car parking space in the same location as the existing car parking space and another small area of hardstanding set into the slope on the opposite side provides space for the proposed refuse storage. Soft landscaping, including the provision of new trees, is provided between the car parking space, the centrally located stepped access to the communal entrance, and the refuse storage area. To the rear of the site, generous terraces to each of the ground floor apartments are provided, framed by a terraced retaining wall incorporating soft landscaping, behind which sits an area of soft landscaping which houses the communal amenity and child play space provision for the site, along with a secure cycle store housing 15 cycle parking spaces.

Scale, Height and Massing

- 8.8 Policy DM10.1 of the CLP requires proposals to respect the scale, height and massing of the surrounding area, whilst seeking to achieve a minimum height of 3 storeys. Section 2.10 of the SDG provides further guidance for suburban residential

developments (such as this proposal) stating that where surrounding buildings are predominantly single storey, new development should seek to accommodate a third storey within the roof space. 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

- 8.9 The proposed building would feature 3 storeys including the ground level and a level of accommodation within the roof, with the ridge height of the proposed building sitting 2.5m higher than 1 Northwood Avenue and 3.4m higher than 5 Northwood Avenue. Given that ridge heights along Northwood Avenue are not consistent, with variations between the scale of neighbouring properties in the local context not being uncommon, the extent of differentiation in height proposed is not considered to be of an extent that would result in a negative impact upon local character and is consistent with the guidance on building heights contained within the SDG. In light of the above it is considered that the scale, height and massing of the proposed building strikes an appropriate balance between respecting the local character whilst allowing a degree of evolution through intensifying and optimising the development potential of the site which is acceptable.

Appearance and Materials

- 8.10 The proposed architectural approach for the development follows the contemporary reinterpretation approach (as defined in the SDG), through respecting and referencing the surrounding character of the area, in terms of the building's form and material palette, 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.



Figure 5: Proposed CGI

- 8.11 The proposed roof form of the building would be pitched, featuring two gables to the front elevation which align with the projecting elements of the front elevation below, with hips on either side, and a dormer to the rear (features found within the local area). The respective features of the roof form are well proportioned against the rest of the proposal, are not overcomplicated and are well considered, and accord with the guidance on roof forms contained within the SDG.
- 8.12 The proposed material palette consists of brick, tiling, and aluminium framed windows, and features detailing including a white glazed brick band, projecting aluminium window pods and colour contrasting soffits. The proposed material palette and detailing is well considered, would complement the surrounding character, and would accord with the guidance on appearance and materials contained within the SDG. A condition requiring compliance with the proposed material palette, and requiring the submission of material samples alongside detailed drawings of reveal depths and key junctions/features (such as the projecting aluminium window pods) has been recommended. A mixture of paving slabs and brick paving/dwarf walls would form the proposed hardscaping alongside soft landscaping features, with a condition requiring compliance with the proposed hardscaping palette, and requiring the submission of details of maintenance measures and any external lighting being recommended.
- 8.13 Whilst balconies have been proposed to the front elevation, all of these have been inset into the building form in order to respect the character of the street, featuring dark grey painted steel balustrading to their fronts. To the rear the proposed balconies feature tapered brick walls rising to 1.8m in height to their sides, and also feature dark grey painted steel balustrading to their fronts. The proposed balcony design has been

treated as an integral part of the design and is in accordance with the guidance on balcony balustrading contained within the SDG.

Housing Quality

- 8.14 As outlined by Figure 6 below all of the proposed apartments would meet or exceed the floor space requirements of the Nationally Described Space Standards (NDSS).

	NDSS Requirement	Proposed
FLAT A (3B5P)	<i>86sqm</i>	94.3sqm
FLAT B (3B5P)	<i>86sqm</i>	94.3sqm
FLAT C (1B2P)	<i>50sqm</i>	52sqm
FLAT D (2B3P)	<i>61sqm</i>	65.4sqm
FLAT E (1B2P)	<i>50sqm</i>	52sqm
FLAT F (2B3P)	<i>61sqm</i>	61sqm
FLAT G (2B3P)	<i>61sqm</i>	61sqm

Figure 6: Apartment sizes

- 8.15 All of the proposed apartments would be dual aspect with the exception of Flat D (a 2b3p apartment) which features an extensive south-west facing frontage, and all of the proposed apartments have dedicated storage space incorporated into their layout. As such the proposed apartments would provide a high standard of accommodation for their future occupiers.
- 8.16 In respect of private amenity space, all of the proposed apartments would feature their own dedicated private amenity space in the form of an external balcony or terrace, with many of these spaces notably exceeding the minimum requirements set out in the CLP. Whilst the two balconies to Flats F and G marginally fall short (by 2sqm each) of the requirements for private amenity space set out in the CLP, both of these apartments, which are dual aspect, are still considered to provide a high quality standard of accommodation for their future occupiers and would still benefit from access to a communal garden to the rear of the site.
- 8.17 Communal amenity space and child play space is located to the rear of the site and can be directly accessed from within the building (in accordance with the guidance contained within the SDG) via a stepped footpath of an internal corridor which provides access to all of the apartments. In line with Table 6.2 of the CLP the proposed development would be required to provide a minimum of 13.4sqm 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.

8.18 With respect to accessibility the main entrance of the proposed building sits 1.7m above of street level due to existing land levels, and given the constraints of this space it has not been possible to provide non-stepped access (i.e. Building Regulations compliant ramped access or level access) to the front of the building. A ramp would dominate the frontage of the building and be of an unacceptable appearance. Given the level of the existing house and the character of the street (with properties generally set above or below the road) in this instance this is considered to be acceptable. As such it has not been possible to provide any adaptable/accessible (M4(2)) or wheelchair adaptable/accessible (M4(3)) apartments, however notwithstanding this the development would still need to comply with Part M4(1) of the Building Regulations which still requires developments to be designed with accessibility in mind. The communal garden and child play space to the rear of the site sits at a notably higher level than the property itself, however in the absence of a substantial level of excavation, given the existing topography of the site this is unavoidable. Both the LP and the DLP advise that flexibility in regard of accessibility should be applied to developments of this scale to ensure that development is deliverable, and given the substantial topographical changes across the site, officers are content that a scheme with level access across the site (in order to comply with Parts M4(2) and M4(3) of the Building Regulations) would not be reasonably achievable on this site.

Impact on Surrounding Neighbours

8.19 There are a number of properties that surround the site which include 1 Northwood Avenue to the north-west, 5 Northwood Avenue to the south-east, 6 and 8 Northwood Avenue to the north-east and Foxley Hall to the south-west as illustrated in Figure 7 below.

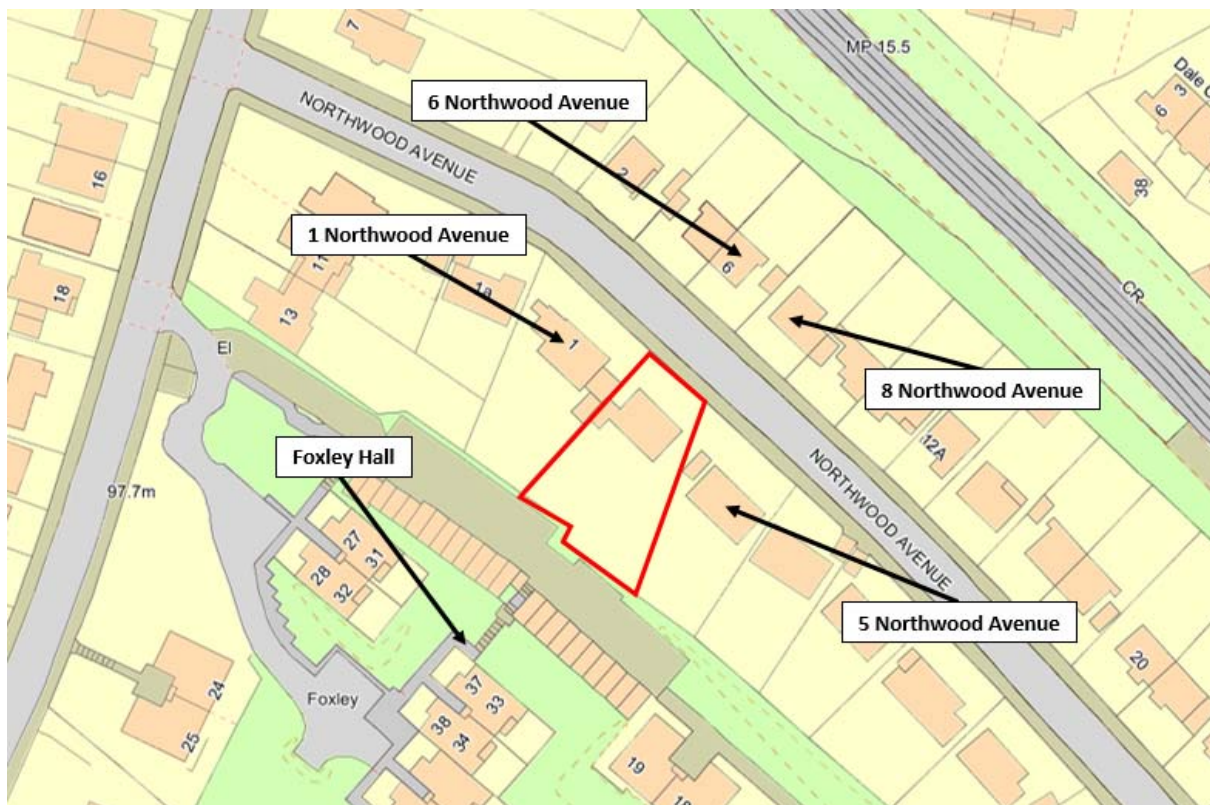


Figure 7: Surrounding neighbours

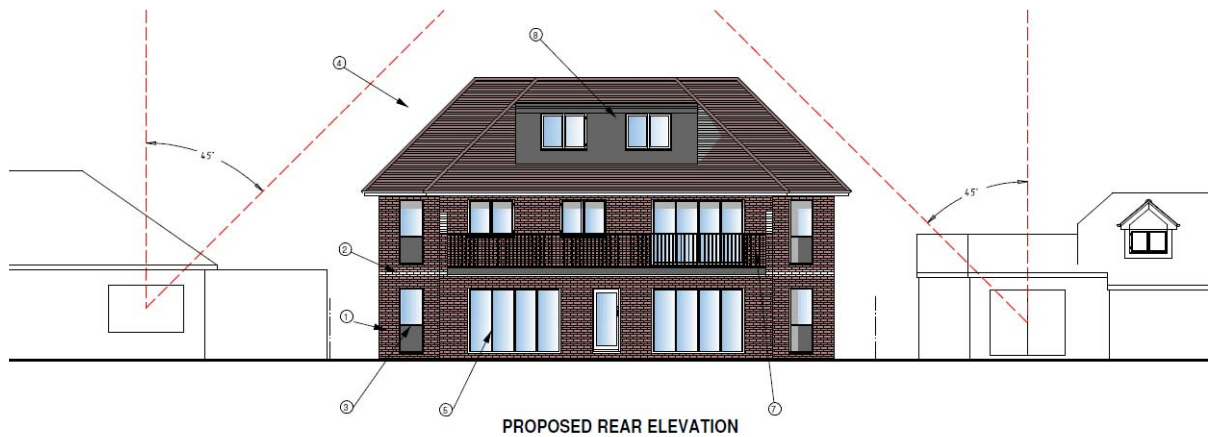


Figure 8: Rear elevation with 45 degree lines

1 Northwood Avenue

8.20 1 Northwood Avenue sits on the north-west side of the application site and is a single storey detached bungalow with an attached garage located adjacent to the boundary with the application site and does not feature any side windows on its south-east elevation (i.e. the flank elevation adjacent to the application site). The front building line of the proposed building would sit in line with the front elevation of 1 Northwood Avenue and as such would not adversely impact upon the amenity of 1 Northwood Avenue at its front. The rear building line of the projecting element of the proposed building would sit 9.2m beyond the rear elevation of 1 Northwood Avenue, and whilst a 45 degree line (taken from the centre point of the closest habitable room window on the rear elevation of 1 Northwood Avenue) shows this element of the building to slightly breach this line in plan, in elevation the proposed building sits comfortably beneath this line (see Figure 8). A daylight and sunlight assessment to understand the actual implications of the proposed development for this window has been undertaken with the results confirming that there would be no transgressions beyond those recommended by BRE guidance. As such the proposed building would not result in unacceptable amenity impacts for 1 Northwood Avenue at its rear.

8.21 The side elevation of the proposed building facing 1 Northwood Avenue features two windows (one at ground floor and one at first floor) both serving bathrooms. A condition is recommended requiring that both of these windows would need to be obscured glazed and non-openable below 1.7m (above internal floor level) in order to protect the amenity of 1 Northwood Avenue. With respect to the rear balcony at first floor level this would feature a tapered brick wall rising to 1.8m in height to its side to prevent any direct overlooking of 1 Northwood Avenue.

5 Northwood Avenue

8.22 5 Northwood Avenue sits on the south-east side of the application site and is a detached bungalow with accommodation in the roof extending to the 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 building would sit in line with the front elevation of 5 Northwood Avenue and as such would not adversely impact upon the amenity of 5 Northwood Avenue at its front. The rear building line of the projecting element of the proposed building would sit 9.2m beyond the rear elevation of 5 Northwood Avenue, and whilst a 45 degree line

(taken from the centre point of the closest habitable room window on the rear elevation of 5 Northwood Avenue) shows this element of the building to slightly breach this line in plan, in elevation the proposed building sits comfortably beneath this line (see Figure 8). A daylight and sunlight assessment to understand the actual implications of the proposed development for this window has been undertaken with the results confirming that there would be no transgressions beyond those recommended by BRE guidance. As such the proposed building would not result in unacceptable amenity impacts for 5 Northwood Avenue at its rear.

- 8.23 The side elevation of the proposed building facing 5 Northwood Avenue features two windows (one at ground floor and one at first floor) both serving bathrooms as well as bi-folding glazed doors to the kitchen/dining/lounge room at ground floor level. With respect to the two bathroom windows a condition is recommended requiring that both of these windows would need to be obscured glazed and non-openable below 1.7m (above internal floor level) in order to protect the amenity of 5 Northwood Avenue. In respect of the bi-folding glazed doors to the kitchen/dining/lounge room at ground floor level, said doors would sit below the land level of the 5 Northwood Avenue at this point and would thus not adversely impact on its amenity. With respect to the rear balcony at first floor level this would feature a tapered brick wall rising to 1.8m in height to its side to prevent any direct overlooking of 5 Northwood Avenue.

6 and 8 Northwood Avenue

- 8.24 These properties are located opposite the site with the separation distance between these properties and the proposal being around 24m 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.

Foxley Hall

- 8.25 These properties are located to the rear of the site on higher ground to the application site, with the closest of these properties sitting in excess of 40m from the proposed building behind a row of garages. Furthermore there is significant established vegetation located between the application site and these properties. As such the proposals would not result in unacceptable amenity impacts for these properties.

Highways, Parking and Refuse

- 8.26 The site has a PTAL of 3 representing a moderate level of public transport accessibility, sits approximately 600m south of Purley rail station and sits on a 'hail and ride' section (without formalised bus stops) of the 434 bus route. Northwood Avenue is a non-classified residential two-way side street which terminates just to the north of the site at its junction with Higher Drive and is served by a local bus service. Whilst the site does not sit within the Purley Controlled Parking Zone (CPZ), on-street parking is managed through the provision of free unrestricted bays and single yellow lines which prevent parking between 1pm and 2pm Monday to Friday outside of the demarcated bays.
- 8.27 Vehicular access to the site is currently via a driveway and dropped kerb on the west side of the site (adjacent to 1 Northwood Avenue). The proposed development seeks to retain vehicular access to the site in the same location and also seeks to retain the same number of off-street parking spaces (one). Given the nature and level of vehicular

movement on and off of the site would remain as existing, no further amendments to the crossover are required.

- 8.28 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 8 spaces. 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 moderate level of public transport accessibility and the fact that it is within walking distance of both Purley rail station and Purley District Centre. 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.
- 8.29 The proposed development provides a total of 1 off-street parking space (with electric vehicle charging facilities being secured via condition), having been reduced from 3 off-street parking spaces during the course of the application. Said reduction was requested by officers due to the previous proposals necessitating the removal of 2 on-street parking bays meaning that this change would not in effect alter the number of available parking spaces in the locality of the site, with the benefit that on-street parking spaces are available for all (this change also had the benefit of allowing for an increase in soft landscaping to the front of the site).
- 8.30 Given that census data projects the proposed development as giving rise to 5 cars, the proposal could potentially lead to a parking 'overspill' of 4 vehicles which 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 within the local area are moderate (with generally 28 spaces available overnight) and thus could accommodate the anticipated 'overspill'. It is recognised that other developments have recently been granted within the vicinity of the application site (notably 2 Northwood Avenue and 3 Olden Lane), and the applicant's parking stress survey has also taken into account this 'cumulative impact' and whilst this would slightly increase the existing parking stress levels there would generally still be 20 spaces available overnight once both of these developments were fully occupied. In light of the above the proposed car parking provision and the proposal's impact upon the local highway network would be acceptable.
- 8.31 In respect of cycle parking, the proposed development seeks to provide a total of 15 cycle parking spaces, in the form of a secure cycle store located to the rear of the site adjacent to the communal amenity space. The overall quantum of cycle parking would be in excess of the minimum requirements of both the LP and CLP. In order to ensure that the cycle store is accessible a cycle ramp is proposed to 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.
- 8.32 With respect to refuse storage, a dedicated refuse store located at the front of the site and sensitively integrated into the proposed landscaping is proposed, being visually screened by the topography changes of the site as well as new planting. The proposed refuse store would provide the requisite level of refuse storage for the proposed development and would thus accord with policy DM13.1 of the CLP.

Trees, Landscaping, Biodiversity and Sustainability

8.33 The existing site currently accommodates a total of 20 trees and hedges as identified by the tree survey schedule contained within the submitted Arboricultural Impact Assessment. These include 4 Category B trees and hedges and 16 Category C trees and hedges and are highlighted in Figure 9 below. None of these trees or hedges are the subject of a Tree Preservation Order (TPO).

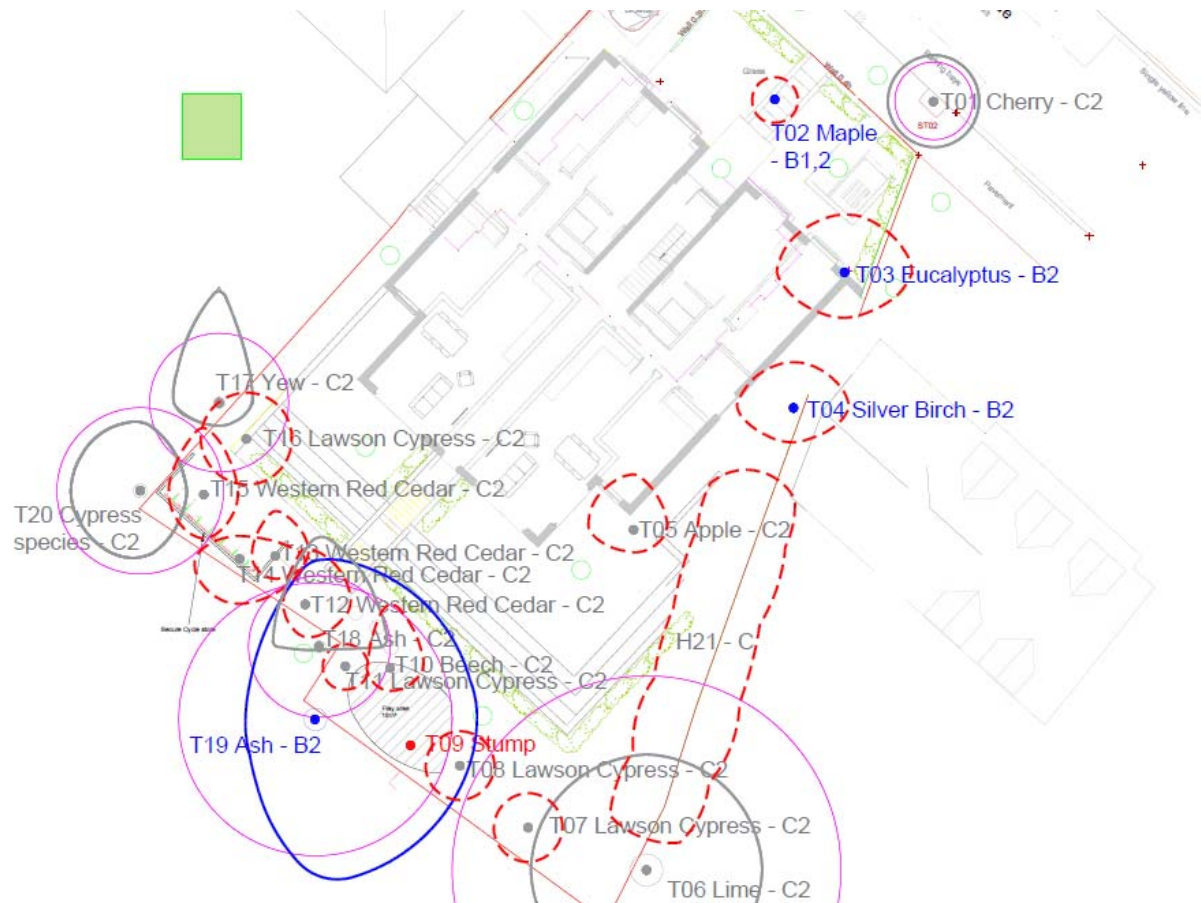


Figure 9: Existing tree and hedge survey

8.34 The proposed development seeks to remove 16 of the existing trees and hedges, 3 of which are classed as Category B trees and hedges, with the others being classed as Category C trees and hedges. Given that none of the trees or hedges that are proposed to be removed are of high quality, their removal is acceptable. In order to mitigate for the loss of the aforementioned trees and hedges and improve the landscaping quality of the site, the proposal seeks to plant 13 replacement trees and hedges, many of which will be semi-mature with an existing height of 4-4.5m and of a higher quality than those being removed. Conditions are recommended to secure the proposed replacement tree and hedge planting and ensure that the proposed development accords with the tree protection measures for the retained trees and hedges as recommended in the submitted Arboricultural Impact Assessment.

8.35 In respect of landscaping, whilst considerable 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 (all of which will be permeable) in the form of paving slabs and blocks is also proposed to both the front and rear of the site. Further

details of maintenance measures and any external lighting proposed will be secured via condition.

- 8.36 A preliminary ecology report and bat survey 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 there was no evidence of bats on site, and whilst the site contains common/widespread habitat types, none of these are of special ecological value. In order to ensure that the proposed development does not have an adverse impact upon the biodiversity value of the site and instead enhances the biodiversity value of the site in accordance with policy DM27 of the CLP, a series of ecological enhancements are proposed including new planting of value to wildlife and the provision of bat and bird boxes. A condition requiring that the development is carried out in strict accordance with the recommendations of this report is recommended.
- 8.37 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

- 8.38 The applicant has submitted a Flood Risk Assessment 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, tidal or surface water flooding. Sustainable drainage measures are proposed on the site in accordance with policy DM25 of the CLP in the form of new soakaways along with the use of permeable paving. A condition has been recommended requiring further details of the proposed sustainable drainage measures.

Conclusion

- 8.39 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.