

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 21/02832/FUL
 Location: 11 to 21 Banstead Road, Purley, CR8 3EB
 Ward: Purley and Woodcote
 Description: Demolition of three pairs of semi-detached houses and associated structures, erection of six storey buildings to provide 67 residential units, together with new access and closure of existing accesses, provision of disabled parking, and cycle parking, refuse storage, landscaping and improvements to the public realm on Banstead Road.
 Drawing Nos: 6810 - D100 Rev 00, D1100 Rev 00, D1700 Rev 00, 6100 Rev 03, D6101 Rev 03, D6102 Rev 03, D6103 rev 03, D6104 Rev 03, D6105 Rev 03, D6150 Rev 03, D6200 Rev 04, D6201 Rev 04, D6202 Rev 04, D2603 Rev 04, D6203 Rev 204, D6205 Rev 03, D6500 Rev 02, D6501 Rev 02, D6502 Rev 02, D6700 Rev 02, D6701 Rev 02, D6702 Rev 02, D6703 Rev 02.
 Applicant: RAA Ventures and VF Banstead Limited
 Agent: Kevin Goodwin of KG Creative Consultancy.
 Case Officer: Barry Valentine

	Market Housing	Affordable Rent	Intermediate	TOTAL
One-bed	7	6	2	15
Two-bed	23	6	7	26
Three bed	13	2	1	16
TOTAL	43	14	10	67

Number of car parking spaces	Number of cycle parking spaces
7 disabled parking spaces on site	128 long stay and 3 short stay on site car 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, and following on from Ward Councillor representation and referral request (Cllr Brew) in accordance with the Committee Considerations Criteria.

2.0 BACKGROUND.

Place Review Panel

2.1 The proposal was presented to Place Review Panel (PRP) on two occasions. Originally a larger scheme that also included nos. 23 to 33 Banstead Road was presented to PRP on the 17th September 2020. On the 15th April 2021, a version of the current scheme and site was presented to PRP.

2.2 On the 17th September 2020, a scheme for a larger site of 11 to 33 Banstead Road went to PRP. The scheme consisted of three residential blocks that would have provided 171 residential units. All three blocks were up to 7 stories in height, with the buildings having square gable features and flat roofs, with arms that extended into the rear garden to the rear boundary.



Fig 1 – Scheme presented to PRP on the 17th September 2020

2.3 The PRP raised a series of concerns regarding this scheme, including concerns with the site analysis and lack of importance placed on topography, that the design needed to respect the suburban context, that the architectural analysis that highlights the importance of top/middle and bottom was not evident enough in the design, concerns over height and transitioning of the height (particularly at its boundaries), poor quality of residential accommodation due to density of development, landscape accessibility and concerns over the street frontage.

2.4 On the 15th April, a version of the current scheme was presented to PRP.



Fig 2 – Scheme presented to PRP on the 15th April 2021

2.5 The scheme was positively received by the PRP panel. A summary of the advice is outlined below, as well as a consideration of the applicant's response (where relevant) since:

- The Panel agreed that the scale, grain and architectural character of the proposal is appropriate to its Purley context, with positive progress being made on both the architecture and landscaping. The Panel are now broadly supportive of the scheme. However, there are some outstanding points that need to be addressed prior to submission.
- The Applicant needs to ensure that issues with overlooking are resolved. Further detailed layouts are required and made available for scrutiny by officers, particularly where the window to window distance is 12m or less.

Officer's response – Detailed layouts have been provided. Consideration of the privacy of homes is set out in body of the report, where it is concluded that the privacy of the homes is acceptable.

- The roofscape design and detailing will be critical to make sure that the headroom and floor areas for top floor apartments work well. Care will needed to ensure that PV Cells, lift overruns, safety balustrading and plant are not visible from the street, and that roof drainage and rain water pipes are well considered.

Officer's response – Detailed drawings have been provided where appropriate that demonstrate that high quality design is achievable. Further details are recommended to be secured via condition.

- The entrances should be better defined and made more legible, both through architectural features and landscaping.

Officer's response – The design has further evolved since the PRP to give the entrances more prominence and to improve landscape detailing. Lobbies within the entrances design and spacing has been improved helping to celebrate the entrance and aid legibility.

- The Panel are not yet convinced at the relationship of the building to the street in terms of its public realm offer. They would like to see hard and soft landscaping being used in a more meaningful way to give a generous green buffer between the building and the road. There are concerns that the vast hardscaped area could otherwise become a hostile and dead space.

Officer's response – This has been further developed by the landscape architect with greater areas of soft landscaping added to the front of the building. The proposed landscape design is well considered and includes generous green areas between buildings, as well as to the street, whilst also being sufficiently flexible in the future should potential highway improvements come to fruition.

- Further refinements to the landscape and communal amenity strategy are also strongly recommended to improve its accessibility to all and its amenity value. It is important that full details are secured as part of the planning application.

Officer's response – The landscape design has been further developed with a sweeping path arrangements that provides level access whilst also achieving high amenity value. The application has been supported by significant landscaping detail.

- 2.6 Officers are satisfied that the PRP response, which were generally minor points of detail, have been addressed as far as reasonably possible. Any outstanding issues can be satisfactorily secured by condition.

3.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 3.1 The provision of 67 high quality residential homes would make a contribution to housing delivery in a highly sustainable location that has very good access to shops, facilities and public transport.
- 3.2 The proposed development would provide 36% affordable housing by habitable room, which amounts to 24 homes, at a 58 to 42 split between London Affordable Rented (LAR) homes and intermediate shared ownership (SO) homes. This offer has been independently scrutinised and is the maximum reasonable affordable housing policy compliant provision.
- 3.3 The proposed development is a high quality contextual response building that is of an appropriate mass and design and would significantly improve the quality of public realm. The proposed development would cause no overall harm to heritage assets, including to the Grade II listed library.
- 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 homes 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 homes would have an acceptable level of access to light and outlook.
- 3.6 The proposed development is located in a highly sustainable well connected location which makes it suitable to be car free, with exception of disabled parking provision. The proposed development would not have an adverse impact on the operation of Banstead Road, and highway generally, and could potentially help to facilitate future highway improvements in the future.
- 3.7 The proposed development would result in the loss of largely poor quality trees. These trees would be replaced with a greater number of trees, including the provision of a tree lined public realm, promoted by the recent NPPF changes.
- 3.8 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. 36% affordable housing (by habitable room) with 58% at LAR and 42% SO, including early stage review
 2. Local Employment and Training Strategy and Contribution – Construction Phase (£37,500 approx)
 3. Carbon offset financial contribution (£99,796)
 4. Air quality contribution (£6,700)
 5. Public realm delivery
 6. Safeguarded land for future highway improvements
 7. Highway works, including relocation of bus stop and cage
 8. Permit free development
 9. Controlled Parking Zone (CPZ) expansion financial contribution (£25,000)
 10. Offsite car club, and membership for 3 years
 11. Travel Plan
 12. Sustainable travel contribution (£100,500)
 13. Financial contribution to street tree planting including maintenance (£15,000)
 14. Retention of scheme architects
 15. Monitoring fees
 16. 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.

Pre-commencement

3. Construction Logistics Plan
4. Archaeology
5. Ecological Mitigation and Enhancement Scheme

Pre-commencement (save for demolition)

6. Groundwater Flooding Investigation and Mitigation
7. Secure Further Testing in regards to Sustainable Urban Drainage System
8. Land Contamination – Site Investigation and Remediation
9. Fire Strategy

Prior to above ground works

10. Samples and details (as appropriate) of materials including window frames and balustrades. Brick sample panel
11. Detailed design drawings

12. Secure landscaping proposals including replacement trees, with additional details secured via condition on biodiversity mitigation measures, boundary treatments, child playspace and communal areas. Secure minimum Urban Greening Factor of 0.4
13. Public Art
14. Secure by Design

Prior to relevant works

15. Piling Condition

Prior to occupation

16. Delivery Service Plan and Loading Bays
17. Secure Lighting Plan
18. Balcony and Terrace Management Plan

Compliance

19. Provision of on-site car parking – prior to occupation and permanently retained thereafter. Electric vehicles charging point at 2 car parking spaces fitted with active provision, 5 car parking space with passive provision
20. Cycle Parking –Implementation
21. Secure Energy Assessment
22. Secure Noise Impact Assessment, Acoustic Design Statement, Ventilation Strategy
23. Secure Air Quality Assessment and Air Quality Neutral Assessment
24. Refuse to be built and completed prior to occupation
25. Secure Arboricultural Method Statement
26. Secure Flood Risk Assessment
27. Noise from any plant and machinery
28. 90% of units to meet M4 (2) accessibility standard
29. 10% of units to meet M4 (3) accessibility standard
30. Water use target
31. 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. Waste Informative
6. Refuse Informative
7. Removal of site notices
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

- 4.4 That the Planning Committee confirms that it has had special regard to the desirability of preserving the settings of listed buildings and features of special architectural or historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 4.5 That the Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the Webb Estate and Upper Woodcote Village Conservation Area as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 4.6 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.
- 4.7 That, if within 6 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 the demolition of three pairs of semi-detached houses and the erection of six storey buildings to provide 67 residential homes, together with new access and closure of existing accesses, provision of disabled parking and cycle parking, refuse storage, landscaping and improvements to the public realm on Banstead Road.



Fig 3 – CGI of development looking eastward

Site and Surroundings

- 5.2 Nos. 11 to 21 consists of three sets of semi-detached two storey properties with pitched roofs, located on the southern side of Banstead Road. The site has an area of 0.45 hectares. Land levels vary across the site, with the lowest point located at eastern road frontage, which is approximately 10m lower in height than highest point in the rear garden to the western side. The site lies just outside Purley District Centre, whose outer edge is located 20m to the north east of the site.



Fig 4 – Location of site and Policies Map with Purley District Centre shown in Purple

- 5.3 The site currently has a suburban character, although set within an evolving area of Purley. Directly to the east and on the opposite northern side of Banstead Road is the under construction Mosaic Place (formerly known as the Purley Baptist) scheme granted under planning application reference 16/02994/P (see planning history below).
- 5.4 The application site is not located within a designated conservation area, nor are the buildings contained within it statutorily listed. The Grade II listed Purley Library is located opposite at the apex between Banstead Road and Foxley Lane. The Webb Estate and Upper Woodcote Village Conservation Area is located approximately 200m to the west of the site.
- 5.5 The site has a Public Transport Accessibility Level of 5 (very good). 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 1,000 years. In terms of surface water, the site itself has a very low surface flooding risk, although the path and road to the front of the site is at high risk from surface water flooding, which amounts to greater than 1 in 30 year risk. The site is located within the Purley Cross Critical Drainage Area and within a High Groundwater Vulnerability Area. The whole of borough is in an Air Quality Management Area (AQMA).

Relevant Planning History

- 5.6 The council provided pre-application advice under references 20/01674/PRE, 20/06073/PRE and 21/01682/PRE in connection with this site.

11 Banstead Road

- 5.7 Planning permission reference 18/01377/FUL was refused on the 28/09/2018 for the 'Demolition of existing dwellings: erection of four/five storey building

comprising 34 Retirement Living apartments for older persons including communal facilities: formation of vehicular accesses and provision of associated car parking and landscaping'. The application was then dismissed at appeal on 27/03/2019 on design grounds.

23 to 25 Banstead Road

5.8 Planning permission reference 12/02565/P was granted on 16/11/2012 for the 'Alterations; conversion to form 8 one bedroom flats; erection of single/two storey side/rear extensions and roof extensions at rear'.

5.9 Planning permission reference 13/01832/P was granted on 19/08/2013 for 'Alterations; conversion to form 8 one bedroom flats; erection of single/two storey side/rear extensions and roof extensions at rear (without compliance with condition 7 - need for a highway agreement - attached to planning permission 12/02565/P)'.

27 Banstead Road

5.10 Planning permission reference 14/05285/P was granted on 19/06/2015 for the 'Alterations; conversion to form 5 one bedroom flats; erection of single/two storey side/rear extensions and roof extensions at rear'.

29 Banstead Road

5.11 Planning permission reference 17/05303/FUL was granted on 23/01/2020 for 'Alterations and erection of single/two storey side/rear extension, roof extension and dormer extension on rear roof slope and balcony areas at rear, conversion to form 1 x 3 bedroom and 3 x 1 bedroom flats with associated bin and cycle stores'.

Purley Baptist Church And Hall, Banstead Road, 1-4 Russell Hill Parade, 1 Russell Hill Road And, 2-12 Brighton Road And 1-9 Banstead Road

5.12 Planning permission reference 16/02994/P was granted on 09/02/2020 for the demolition of existing buildings on two sites; erection of 3 to 17 storey building with basements comprising 114 flats, community and church space and a retail unit on Island Site and a 3 to 8 storey building comprising 106 flats on South Site and public realm improvements with associated vehicular accesses. For the purposes of this report this scheme will be referred to as the Mosaic Place scheme. The South Site is currently being built out.



1 to 9 Foxley Lane

- 5.13 Planning permission reference 18/04742/FUL was granted on 17/05/2019 for the demolition of existing buildings. Erection of a 5/6/7 storey building comprising 8x one bedroom, 35x two bedroom and 6x three bedroom flats. Provision of associated amenity areas, cycle parking, refuse and recycling stores. This is nearing completion on site.



Fig 6 – 1 to 9 Foxley Lane

1 Woodcote Valley Road

- 5.14 Planning permission reference 18/02493/FUL was granted on 20/07/2018 for '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'.

14 to 16 Foxley Lane

- 5.15 Planning permission reference 16/03684/P was granted on the 01/11/2016 for the 'Demolition of existing buildings; erection of part two/three storey building with accommodation in the roofspace comprising 4 three bedroom, 16 two bedroom and 8 one bedroom flats, with basement area for parking and cycle/refuse/recycling storage; formation of new vehicular access onto Foxley Lane and provision of associated landscaping'.

6.0 CONSULTATION RESPONSE

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

Transport for London (TFL) (Statutory Consultee)

- 6.2 TFL raise no objection and make the following comments:
- S106/S38 agreement needed to secure the safeguarding of the first 3m of the site for future highway improvements and bus stop moving.
 - Welcome the submission of the Active Travel Zone (ATZ) assessment which highlights areas for improvement on this section of the network. TFL confirm that many of these are likely to be addressed in the future.

- Confirms that the level of parking provision is compliant with London Plan (2021) standards, and requires electric charging vehicle provision to be secured via condition.
- Confirms that details submitted in regards to cycle parking are acceptable, and should be secured via condition.
- Given the scale of development proposed, it is not expected that there will be any significant transport capacity impacts. The total person trip rates appear reasonable, although cycling uptake seems optimistic for this location.
- Satisfied with utilising Purley Baptist loading bay, and revised contingency arrangement.
- Delivery service plan that should be secured through condition should utilise more recent survey data rather than TRICS data.

6.3 OFFICER COMMENT: all of the above requirements would be secured through either condition or legal agreement.

Lead Local Flood Authority (LLFA) (Statutory Consultee)

6.4 No objection subject to condition to secure further testing. OFFICER COMMENT: condition 7 is recommended.

Greater London Archaeology Advisory Service (GLAAS) (Statutory Consultee)

6.5 They advise that development could cause harm to the archaeological remains and field evaluation is needed to determine appropriate mitigation. The archaeological interest can be appropriately safeguarded through condition. OFFICER COMMENT: condition 4 is recommended.

Thames Water (Statutory Consultee)

6.6 No objection subject to condition on piling. OFFICER COMMENT: condition 15 is recommended and comments have also been included as an informative.

7.0 LOCAL REPRESENTATION

7.1 A total of 20 neighbouring properties were notified about the application and invited to comment by the way of letter, three 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: 55 Objections: 55

1 Petition containing 65 letters of support

7.2 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
Not in keeping with area, not in keeping with an area made up of detached houses with gardens, poor design. Impact on views. Six storeys too high.	The proposed development is a contextually responsive modern contemporary design that appropriately draws on features of area whilst also working in complementary manner with the evolving context. The proposed development would improve the appearance of the property and surrounding area, of an appropriate height and would preserve key views.
Impact on setting of listed building.	The proposed development would cause less than substantial harm to the setting of the listed building, with this harm outweighed by the benefits that the development provides, even when great weight has been attached to the harm to heritage assets.
Impact on light of local care home.	Whilst there are care homes in the area, these are all set such a distance away from the development that their light and amenity would not be demonstrably harmed by the development.
Loss of family homes.	The proposed development would increase the number of family homes available.
Lack of three bed homes	The number of three beds provided by the development has increased since public consultation. Whilst the development still falls short of reaching the site specific target, giving weight to the circumstances of the case and benefits its provides, the proposed mix is justifiable.
Poor quality of accommodation and poor layouts. Inadequate amenity space.	The provide development would provide high standard of residential accommodation with all homes meeting internal and external space standards, are dual aspect, would receive good levels of daylight and have access to high quality communal amenity space that includes play provision.
Loss of privacy.	The proposed development provides good separation distances to neighbouring properties such that their privacy would not be unacceptably eroded.
Noise disturbance.	The proposed development especially given that is located on a busy road and in residential use, would not generate significant levels of noise disturbance. Conditions are recommended to help mitigate the impact of the development during construction.
Insufficient parking and impact on parking stress.	The proposed development is in line with maximum car parking standards which seek to

Cumulative impacts not considered.	reduce car ownership and use in well-connected and sustainable locations. The proposed level of car parking provision is acceptable.
Impact from servicing.	The proposed development has an appropriate servicing strategy that would not have an adverse impact on amenity or the operation of the highway.
Traffic generation, and impact on emergency services.	The proposed development would not generate significant level of trips, such to have any demonstrable impact on operation of the highway, including for emergency services.
Highway safety from accessing car park.	The proposed development has been designed with a two way access road that has appropriate visibility splays and ensures that cars can leave the site in a forward gear. This is an improvement from the existing situation on many of the properties where cars have to reverse over the pavement and access a busy road from their garages.
Impact on flooding.	The proposed development has a SUDS strategy that ensures it would achieve close to greenfield runoff rates, ensuring that the development would not have an adverse impact on surface water flooding.
Pollution impacts including air quality.	The proposed development by locating homes in a highly sustainable location with low car provision would contribute to developing an environmentally sustainable development.
Loss of trees and greening. Loss of green verdant character at front.	The proposed development would result in the loss of largely low quality trees which will be replaced and there would be a net increase in the number of trees. This would include the planting of new trees at the front of the site that would help form part of a green frontage that would make significant improvements to the public realm.
Impact of development on services such as schools, doctors, dentists.	The proposed development would require CIL contribution that would support the provision of services in the area.
Impact of development due to construction.	Conditions are recommended to ensure that this impact is mitigated as far as reasonably possible.

7.3 Councillor Simon Brew objected on the following grounds:

- Design
- Impact on 23 Banstead Road
- Criticism of consultation carried out by applicant.
- Transport Survey data criticism as uses census data from ward that no longer exists and concerns over realism of car free development.

- Cumulative Impact in terms of car parking, too many homes being delivered in Purley.
- Impact on Infrastructure

7.4 The 65 letters of support contained within a petition supported for the following reasons:

- New high quality homes for Croydon, built in a sustainable location: helping the borough to meet its housing targets.
- The plans include 36% affordable housing and much-needed family homes.
- The developer is planning significant improvements to Banstead Road, including improved landscaping, pavements and environment.
- The proposed design is in-keeping with the local area, with traditional pitched roofs and brick finishes.

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 (2021) 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 (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012). The relevant Development Plan policies are in Appendix 1.

Supplementary Planning Document/Guidance

8.5 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, housing mix and quality of residential accommodation.
2. Impact on the appearance of the site and surrounding area and heritage.
3. Impact on neighbouring properties' living conditions.
4. Transport, parking and highways.
5. Trees and biodiversity.
6. Sustainable design.
7. Impact on surrounding environment.
8. Other planning issues.

Principle of development, affordable housing, housing mix and quality of residential accommodation.

Principle of Development

- 9.2 The London Plan (2021) sets a minimum ten year target for the borough of 20,790 new homes over the period of 2019-2029. The Croydon Local Plan (2018) sets a minimum twenty year target of 32,890 new homes over the period of 2016 to 2036, with 10,060 homes being delivered across the borough on windfall sites. The proposed development would create additional housing on a windfall site that would make a contribution to the borough achieving its housing targets as set out in the London Plan (2021) and Croydon Local Plan (2018).
- 9.3 London Plan (2021) Policy GG2 states that to create successful sustainable mixed-use places that make the best use of the land, that those involved in planning and development must enable the development of brownfield land particularly on sites within and on the edge of town centres. London Plan (2021) Policy H1 states that boroughs should optimise the potential for housing delivery on brownfield sites which have a high PTAL (3 to 6) or which are located within 800m distance of station, and/or which are low density retail parks. The site with its PTAL rating of 5 (in line with H1) has very good access to public transport, local shops and services; being near the edge of Purley District Centre and within walking distance of Purley Train Station. The site is therefore one in which intensification and increased housing delivery in line with policy, should be encouraged.

Affordable Housing

- 9.4 The Croydon Local Plan (2018) requires the council to negotiate up to 50% affordable housing (subject to viability), with a minimum of 30% on a habitable room basis. The Croydon Local Plan (2018) requires this to be sought at a 60:40 split between affordable rented homes and intermediate homes. The London Plan (2021) sets a strategic target of 50%, but allows lower provision to be provided dependent on whether it meets/exceeds certain thresholds, or when it has been viability tested. It should be noted as the London Plan (2021) was adopted after the Croydon Local Plan (2018), where there is a policy difference, then the most recently adopted policy should take precedent.
- 9.5 Policy H6 of the London Plan (2021) requires developments to provide 30% as low cost rented homes, either as London Affordable Rent or Social rent, allocated according to need and for Londoners on low incomes, 30% as

intermediate products which includes London Living Rent and London Shared Ownership, with the remaining 40% to be determined by the borough.

- 9.6 The proposed development would provide 36% affordable housing by habitable room, which amounts to 24 homes. The tenure splits would be 58% London Affordable Rent to 42% shared ownership by habitable room, which translates to 14 London Affordable Rent units and 10 shared ownership units.
- 9.7 The application was subject to a viability appraisal at both pre-application and application stages, which has been scrutinised independently by Savills. The independent viability assessor has confirmed that there would be a significant viability deficit, and it would not be viable to provide an increased amount of affordable housing.
- 9.8 The Mayor of London's Affordable Housing and Viability SPG states that where developments meet or exceed 35% affordable housing without public subsidy (subject to the tenure mix being to the satisfaction of both the LPA and GLA), such schemes can follow the 'fast track route', whereby they are not required to submit viability information and will only be subject to an early viability review. Public subsidy is available for developments providing at least 35% affordable housing, with the amount of subsidy significantly increased for development with more than 40% affordable housing. The applicant has not explored utilising public subsidy, (which makes it technically not eligible for the fast track route), but given the significant viability deficit identified, this would not likely alter the level of affordable housing that could be provided.
- 9.9 The proposed affordable housing is therefore accepted as no additional affordable housing could be viably provided. Early review mechanisms are recommended to be secured through the S106 agreement to capture any changes (for example increase in house prices) which may result in increased affordable housing provision and/or contribution.

Housing Mix and Quality of Residential Accommodation

- 9.10 SP2.5 states the Council will seek to ensure that a choice of homes is available in the borough, which will address the borough's need for homes of different sizes. Policy SP2.7 sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. Policy DM1 of the Croydon Local Plan (2018) requires developments in an urban setting with a PTAL of 4, 5, 6a or 6b to have 40% of the homes as three bedroom or larger.
- 9.11 23% (16) of the homes would be three beds or greater, thereby not meeting the policy standard. There is an exception within policy DM 1.1, where an alternative mix can be justified. This states *(a) where there is agreement with the associated affordable housing provider that three or more bedroom dwellings are neither viable nor needed as part of the affordable housing element of any proposal.*
- 9.12 Twenty four homes make up the affordable element of the proposal; three of these homes are three beds, which amounts to 12.5% of the affordable housing element. Confirmation has been received from Optivo outlining that they are satisfied with the unit mix, as the quantum of three beds meets their needs.

- 9.13 In regards to the private element, 13 of the homes are three beds, which amounts to 30%. Whilst the private provision percentage of three beds is in line with strategic policy, it falls 10% short of the site specific target. However the development has a significant viability deficit, and the provision of further three bed homes which achieve a lower price per square foot compared to one and two beds, would further decrease viability. Requiring a greater number of three beds to be provided could lead to a reduced affordable housing offer. Given these circumstances, officers consider the proposed three bed offering is justifiable.
- 9.14 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed homes and the loss of homes that have a floor area less than 130 sq.m. Five of the six properties are believed to be in their original form as four beds of approximately 140sq.m. There would be a net gain (+11) in the number of three beds. The proposal complies with policy DM1.2.
- 9.15 All of the proposed residential homes meet and many exceed minimum floorspace standards set out in the London Plan (2021). All homes would have private amenity space that meets or exceeds Croydon Local Plan (2018) and London Plan (2021) standards.
- 9.16 London Plan (2021) states that developments should maximise the provision of dual aspect units, with single aspect units only provided where it considered to be a more appropriate design solution in order to optimising capacity, and where it can be demonstrated they will have adequate passive ventilation, daylight, privacy and avoid overheating. There is only one home which is single aspect and north facing. This one bedroom home (B.1.3) is located at first floor level on the front elevation on the western side. The home's single aspect is largely a result of topography of the site and the need to present a coherent street facing elevation, and therefore from a design and site optimisation perspective is justifiable. The quality of the accommodation provided by this home in all other regards is high, achieving good levels of daylight with both habitable rooms Average Daylight Factor (ADF) in excess of recommended BRE guidance, with the living/kitchen/dining Room scoring 2.9%, with BRE recommended minimum standard being 2%, and bedroom scoring 1.9%, with BRE recommended minimum being 1%. The home would have good levels of privacy, being located at first floor level and not being directly overlooked by other homes within the development or neighbouring properties. All other homes are at least dual aspect.
- 9.17 The applicant has submitted a sunlight and daylight report that has been carried out in accordance with BRE guidance. 99% of the habitable rooms meet Average Daylight Factor (ADF) standards. The two rooms that fall technically below the BRE standard are both living/kitchen/dining rooms that would serve homes A.1.2 and B.1.4, both located at first floor level. These rooms achieve ADF scores of 1.9% and 1.6% respectively, with the standard being 2%. It should be noted that scores of 1.5% for living/kitchen/dining rooms are commonly accepted including within appeal decisions and by the GLA. The shortfall in home A.1.2 of just for 0.1% is negligible and would not have a demonstrable impact on quality of accommodation provided. In regards to

B.1.4, part of the shortfall can be accounted by the generous size of the living/kitchen/dining room which is 30sq.m. This home provides a high standard of residential accommodation, exceeding minimum floorspace standards by 2 sq.m, is dual aspect and with private amenity space, so is acceptable.

9.18 In terms of sunlight, 62% of all of the living kitchen dining rooms within the development would have a window that would receive direct sunlight for hours in excess of BRE standards. The image below is of the second floor level, and is a good illustrative example of sunlight conditions within the development, with those homes on the easterly and southerly direction achieving the standard, and those on northern and north western side of each block not. Officers are satisfied that where BRE standards have not been achieved that this is due to a combination of factors including site optimisation, site characteristics and design considerations.



Fig 7 - Showing location of sunlight BRE pass/fails at second floor level

9.19 An acoustic design statement was submitted, considering internal noise limits. The worst affected façades that face onto Banstead Road require high acoustic specification glazing. In addition a ventilation and extraction statement has been submitted which confirms that units will need to be mechanical ventilated to ensure acceptable internal noise levels and overheating. The submitted acoustic statement and ventilation and extraction statement demonstrates with suitable mitigation, the site is suitable for the implementation of the proposed development. There is considered to be no conflict with the Agent of Change Principle.

9.20 In general, habitable rooms have good levels of privacy as they would be well separated from neighbouring properties and would have reasonable separation distances between the blocks themselves. All homes (except one) have multiple aspects that provides inherent flexibility in terms of use and fittings such as blinds.



Fig 8 – Plan form at upper level

9.21 There are some units where the separation distance is less than 12m between the blocks. There is 10m separation distance between the flank elevation of the north western front block and flank elevation of north eastern front block. Given these homes are dual aspect and the main living kitchen dining rooms all have an alternative aspect that is open, the separation distance and associated privacy of these homes is still considered good.

9.22 Between the north and south blocks, there are separation distances that would be in the region of 5m. This smaller separation distance occurs between bedrooms (for example between B.2.4 and B.2.5), and secondary living room windows and bedrooms (for example between A.2.6 and A.2.3). This conflict has been effectively managed through design measures such as the provision of insets, and through obscured glazing that prevents harmful views, but still allows some light and outlook in.

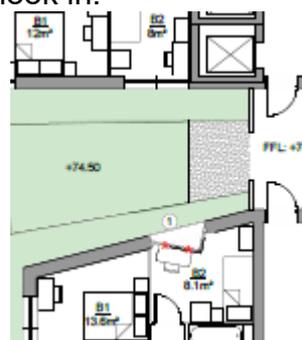


Fig 9 – Showing privacy measures between units. Red star indicate obscured glazing.

9.23 10.5% (7) of homes will be Wheelchair User Dwellings and meet Building Regulations M4(3) and 89.5% (60) of homes will be accessible and adaptable, and meet Building Regulations M4(2). This is in line with policy and is recommended to be secured by condition. The M4(3) homes are located in the southern block, which allows them to have direct access to the ground floor disabled car park area as lifts are proposed in both frontage blocks, with external deck access to the rear blocks from each core. The central garden area

would have level access from first floor level, allowing residents with mobility issues to enjoy the communal garden. Due to the natural topography of the land and density of trees, parts of the rear garden would have more limited access (shown in purple in image below).

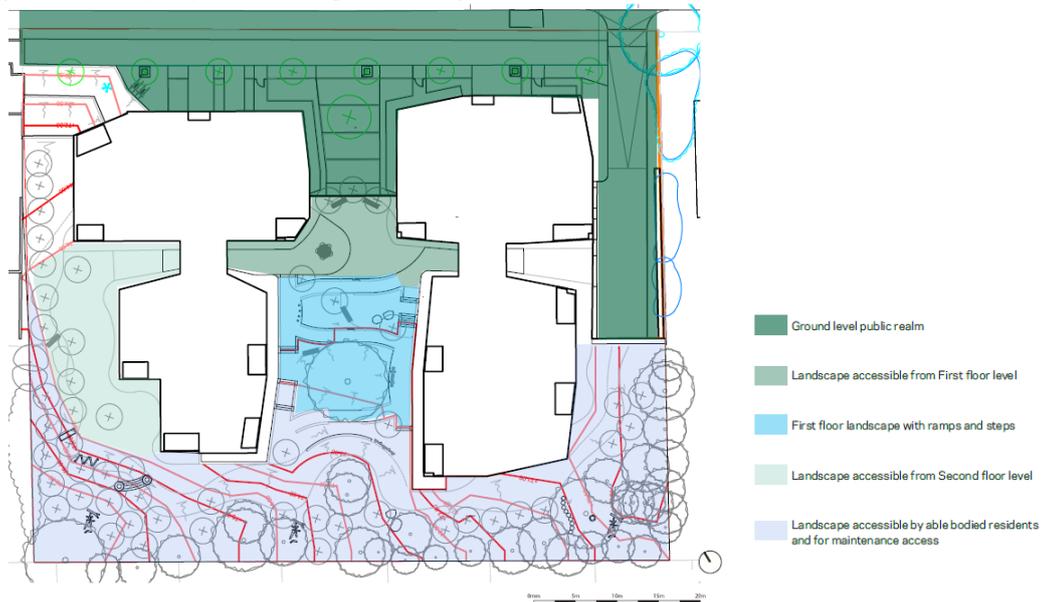


Fig 10 – Contours and areas of level access

Private and Communal Amenity Space, and Playspace

9.24 All homes would have access to private amenity space in form of a balcony which meets policy standards.

9.25 Communal amenity space has been designed to provide spaces for resting, socialising and play, whilst also increasing biodiversity. The central courtyard has a more formal character, whilst the outer edges maximise the visual benefits of the topography and natural verdant character. The majority of the podium is south facing, with 87% of the external amenity space receiving over 2 hours of sunlight on 21st March, exceeding BRE guidance which recommends 50%. It should be noted that in line with BRE guidance this does not include impacts of trees.



Fig 11 – Inner courtyard design CGI

- 9.26 186.7 sq.m playspace is required under the Croydon Local Plan's (2018) plan and 234.3 sq.m based on the London Plan (2021). The proposed development would exceed both with 325 sq.m of play area identified, spread throughout the landscape in eleven areas, with some of these areas being fully accessible. Examples of play equipment are provided in the design and access statement, which includes both formal equipment (slides/swings/balancing beams) and informal play opportunities. Detailed plans and specifications are recommended to be secured via condition to ensure any play provision is in line with Mayor of London 'Shaping Neighbourhoods: Play and Informal Recreation SPG'.
- 9.27 As set out in more detail in paragraph 115 of this report, the development has been designed to ensure the safety of future residents in terms of Fire. Each core would also contain a fire evacuation lift ensuring safe and dignified emergency evacuation for all building users in line with Policy D5 of London Plan (2021).
- 9.28 Overall, the proposed development would provide well-designed homes that would provide a high standard of residential accommodation.

Impact on the Appearance of the Site and Surrounding Area and Heritage.

Heritage and Impact on Wider Views

- 9.29 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires (at section 66) with respect to listed buildings, that special regard is paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess. With regard to conservation areas (at section 72), it requires special attention to be paid to the desirability of preserving or enhancing their character or appearance.
- 9.30 The NPPF (2021) places strong emphasis on the desirability of sustaining and enhancing the significance of heritage assets, and affords great weight to the asset's conservation. At paragraph 199 it states that:
- “great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)... irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm”*
- 9.31 Any harm to a designated heritage asset, including from development within its setting requires “clear and convincing justification” (paragraph 200), with less than substantial harm weighed against the public benefits delivered by the proposed development (paragraph 202).
- 9.32 Policy DM18 of the Local Plan permits development affecting heritage assets where the significance of the asset is preserved or enhanced. Policy SP4 requires developments to respect and enhance heritage assets.
- 9.33 There are no heritage assets on the site, but there are number of heritage assets in the area that could be affected. A thorough heritage analysis has been

undertaken and this, in conjunction with the townscape and views analysis in the Design Access Statement as well as separate Townscape and Visual Impact Assessment, is sufficient to understand the likely impact on the setting of local heritage assets.

- 9.34 The principle concern is the impact on the setting of Purley Library (Grade II listed), which was built in 1936 and sits immediately opposite the site in an area of landscaped grounds. The new buildings would address the landscaped grounds of the library and would appear alongside the library in various views. The existing buildings on the site are also from the interwar era, when much of suburban Purley was developed, and they provide a complementary setting for the library building in terms of scale and form. However the development site is of no particular architectural or historic interest and the dominance of traffic, and steep, unattractive and cluttered frontage in this part of the street tend to distract from the setting of the library.
- 9.35 The development would be denser, higher and more imposing than the existing houses on the site, which would alter the character of this part of the street. However, layout and massing have been carefully designed to respond to local character. The views analysis shows that the new buildings would not appear overly dominant and any adverse impact on the setting of the library would be minimal, especially as there are a number of consented developments in the immediate area of considerably larger scale.
- 9.36 The street frontage and street environment would be improved compared with the existing situation, because the new frontage would have a more spacious and open character with landscaping, improving the character of the space and the setting of the library. This is likely to outweigh any negative impact because of the increased scale.
- 9.37 Overall, the impact on the setting and significance of the library would be neutral. There would also be no impact on the significance of other nearby heritage assets including the Webb Estate Conservation Area, and Brighton Road Local Heritage Area, as they are too far away from the site to be affected by a development of this scale. As no overall harm has been identified to heritage assets the provision of paragraph 202 of the NPPF to weigh any harm against the public benefits of the scheme is not enacted. However, for the avoidance of doubt the development does deliver a number of public benefits, including housing provision, a significant quantity of which would be for affordable housing, improved family housing provision including wheelchair accessible homes, improved public realm, and improved flooding performance.
- 9.38 It should be noted that the conservation officer has reviewed the submitted documentation and their assessment of the proposal heritage impacts align with those set out in this section of the report

Archaeology

- 9.39 The site lies outside the Archaeological Priority Area, but was referred to the Greater London Archaeological Advisory Service (GLAAS) due to being a major development. The applicant has submitted a desktop based assessment that

states whilst no archaeological evidence has been recorded, it is known that the historic early railway crossed the site. GLAAS have advised that development could cause harm to the archaeological remains and field evaluation is needed to determine appropriate mitigation. They advise that archaeological interest can be appropriately safeguarded through condition, and as such a condition is recommended to this effect.

Height

- 9.40 In the context of policy SP4 of the Croydon Local Plan (2018), the proposed development is not classed as a tall building as it is not higher than six storeys or 25m. In the context of policy DM15 which has a broader qualitative definition, the proposed development is not considered to be a tall or large building of a scale, mass and height that is taller and larger than predominant surrounding buildings, with the existing seven storey high development at 1 to 9 Foxley Lane, as well as the under construction Mosaic Place development. If members are minded to take a different view, then the proposed development would still be compliant with DM15 in terms of height, as the development's height would be within Purley policy DM42 height parameters, as set out below.
- 9.41 Policy DM42: Purley states that within Purley District Centre and its environs, to ensure that the proposals positively enhance and strengthen the character and facilitate growth, developments should *'Complement the existing predominant building heights of three to eight storeys, with a potential for a new landmark of up to maximum of 16 storeys'*.
- 9.42 The proposed development has a maximum height of six storeys, with the top floor expressed as a roof form. Within this evolving context there are series of emerging buildings that of comparable or taller than that proposed; the newly built development at 1 to 9 Foxley Lane reaches a maximum height of seven storeys and the Mosaic Place scheme has a tall building up to seventeen storeys, as well as cluster of buildings which surround it that are between three and eight storeys in height.
- 9.43 Of particular relevance to the development is the seven/eight storey element on the South Site of the Mosaic Place development that is on the southern side of Banstead Road, adjacent to the application scheme. This part of development meets a maximum height of seven/eight storeys (to the Purley Gyratory), descending down to four storeys at the boundary with this development. The proposed development sensitively responds to the height of this adjacent development, transitioning from four storeys at the relevant boundary sloping up to maximum height of six storeys.



Fig 12 – Purley Baptist South Side Development Banstead Road Elevation

9.44 At the sites opposite boundary on the western side, the eaves height is set between the eaves and ridge height of the adjoining two storey semi-detached properties, acting as an appropriate transition in scale.



Fig 13 – Scale and massing compared to adjoining sites

9.45 The proposal was presented to the Place Review Panel (PRP) twice to ensure the proposed height and design quality were thoroughly tested. As addressed in 2.3 the second PRP was generally supportive, with some minor suggestions that were brought into the scheme. Accordingly, the density of the scheme is supported.

Site Layout

9.46 The proposed development presents a coherent street edge, which at the eastern end corresponds to the front building line of the Mosaic Place scheme, and then through a series of folds in the elevation aligns with the more set back elevation of the two storey houses. This building line provides sufficient set back from the busy Banstead Road that allows the development to have high quality green edge and provide a tree lined street, whilst also improving the pavement experience. This front building line also ensures an area to the front can be safeguarded for future highway improvements associated with Purley Gyratory. This was requested by TFL and has been designed into the scheme, to be secured through the legal agreement.

9.47 To the rear of the site are what the applicant describes as two urban villas that are joined to the main front buildings by a light weight well designed stair core. These villas extend into the landscape, and allows a sensitive transition from smaller scaled residential buildings to the north-west and the larger urban courtyard block of Mosaic Place scheme to the south-east. The form allows an appropriate balance to be achieved between optimising site capacity, whilst respecting landscape characteristics. The form also maximises the provision of dual aspect homes helping to ensure the provision of high quality residential accommodation.



Fig 14 – Proposed Urban Grain

Topography

9.47 The proposed development responds and integrates into the topography of the site to avoid large retaining walls, and to ensure the development has an appropriate natural appearance. At the western end of the development there is a green area that slopes down in front of the building that blends the raised level of neighbouring land level seamlessly into the development. In the gap between the buildings the landscape has been managed through a series of terraces to allow gradual natural transition from the lower street level to the higher rear garden. At the eastern end with Mosaic Place development, land levels are flatter which allows a gradual seamless transition.



Fig 15 – Indicative section through central courtyard area

9.48 The rear blocks are between three to four storeys in height as measured from the rear garden level, with the height of the western rear block being lowest due to this being where land levels are highest. This is a sensitive and appropriate response to the topographical challenges of the site.

Elevation Design

9.49 The architectural approach has been informed by a thorough analysis of existing character in the locality. The designs draws on horizontal and vertical emphasis of the area, and the fenestration and architectural expression of base, middle and top that is a feature of many properties. Regard has also been had to the emerging Mosaic Place development that has similar themes especially

in regards to the layering of the levels of the building. The proposed pediment gable roof form echoes gable roofs in the area, whilst also helping to manage the transition in scale.



Fig 16 – CGI showing two blocks and gaps from opposite side of Banstead Road.

9.50 The primary material is brick, which is a strong robust material choice that is suitable for this environment, whilst also reflective of the fact that this a material commonly found within the local context. The base of the building utilises a darker red brick that samples the palette of Purley Library. Above this is a contrasting lighter brick that help define the layers of the building's design. The angling and folding in the elevation design help break up the massing, and add visual interest. Depth is also added to the façade through generous reveals and recessed balconies. Green glazed bricks are used to highlight and celebrate entrances. Zinc tile roofing would be used, that reinterprets tiles found on roofs in the surrounding area in a contemporary manner. These are all supported as a successful contemporary reinterpretation.

Public Realm/Landscaping

9.51 The existing pavement to the front of the site is of poor quality and provides a poor pedestrian experience. The narrowness of the pavement and close proximity to the busy Banstead Road, number of dropped kerbs and pinch points between signage and the bus stop all serve to create a harsh pedestrian environment. The appearance of the front gardens of the properties are also compromised by the challenges of being adjacent to a busy road and the realities of a sharp change in land levels up to the front doors. Large retaining

walls, prominent garages carved into the gardens, and a platform lift to provide level access to one of the property's all contribute to this compromised and underwhelming appearance.

- 9.52 The proposed landscaping to the front would mark a significant improvement to the public realm, through the creation of a tree lined street and more generous pavement widths that are able to respond with any future changes to the Banstead Road layout and operation. A generous landscape area is set between the two buildings, allowing a significant feature tree to be provided and help break down the massing of the site, preventing a continuous canyon effect.

Fig 17 and 18 – Sketches of front of site.



- 9.53 The rear garden has sought to retain as many of the trees as possible maintaining a verdant green edge to the site. Within the centre is a more formalised landscaped area that provides level access, play opportunities and seating. Defensible planting is used around windows/lightwells, to help protect the privacy of the homes created which face onto the street or directly onto the communal garden.

- 9.54 The proposed landscaping strategy is of a high standard that would help embed the development into its context, provide high quality public realm, promote biodiversity opportunities and help provide a high standard of residential accommodation.

Public Art

- 9.55 An area for public art has been identified at the western end on the raised bank area, opposite the library. The proposed raised and prominent location presents an appropriate blank canvas that could lead to the creation of a high quality piece of public art that would reinforce local distinctiveness. It is intended to advertise an open competition for local artists, who will be then shortlisted to tender for the proposal. Further details and implementation are recommended to be secured by condition.

Designing Out Crime

- 9.56 In the event of planning permission being granted, a condition requiring secure by design accreditation would be recommended.

9.57 In conclusion, the proposed development would form a high quality contemporary contextual sensitive designed building that would improve the public realm, which would improve the appearance of the site, street and surrounding area.

Impact on Neighbouring Properties Living Conditions

Daylight and Sunlight Impacts

9.58 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 existing property 23 Banstead Road, as well as consented Mosaic Place development which sits both to the immediate east and north of the site, which is under construction. Properties in Purley Knoll to the rear of the site due to the sloping topography comply with the BRE's 25 degree rule, and as such would not have their sunlight and daylight noticeably impacted by the proposed development. All other properties are set a sufficient distance from the site or are non-light sensitive commercial premises, such that the development would not have an unacceptable impact on their sunlight and daylight.

9.59 The Mayor of London's Housing SPG states the following:

"Policy 7.6Bd requires new development to avoid causing 'unacceptable harm' to the amenity of surrounding land and buildings... An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.

The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm."

9.60 The site has a PTAL score of 5 (very good), and is located on the immediate edge of district centre of Purley. The site is set within an evolving context that will consist of a tall building of 17 storey, as well as other buildings ranging between 3 and 8 stories in height and within a Purley Place policy that is

permissive in principle of buildings of 3 to 8 storey. Therefore officers consider it is a site where flexibility to BRE standards should be applied.

23 Banstead Road

9.61 23 Banstead Road is the immediately adjoining property to the north west of the site. It has been split into flats and contains three windows on its side elevation, which are understood to serve kitchens. These windows would marginally fail BRE vertical sky component (VSC) guidance, but would retain VSC in excess of 20% with a reduction ratio of 26%. The impact is minor, and their daylight values remain high, especially in the context that they are side facing windows that are generally given less protection due to their overreliance on light over land not in their control and ownership. The impact in terms of sunlight would be minimal and within BRE's guidelines.

9.62 The windows located on the rear and front building elevations due to the appropriate front and rear building lines, and separation distances would not be significantly impacted in terms of daylight and sunlight.

9.63 In terms of overshadowing of the garden, the development would have minimal impact. The 73.1% of the area of garden of no.23 closest to the property would receive at least 2 hours sunlight on the spring equinox, with the rear parts closer to 98%. BRE guidance recommends a minimum of 50%.

9 Banstead Road

9.64 The adjoining site to the immediate south east previously contained semi-detached properties, but these have been demolished as part of the Mosaic Place development. The impact on the under construction (south site) and consented (island site) scheme is considered below.

Mosaic Place - South Site

9.65 As part of Mosaic Place Planning Permission, at the corner of Banstead Road and Brighton Road, immediately to the south east of the site, a four to eight storey building is under construction. The approved plans under reference 16/02994/P show only four habitable room windows on the nearest elevation to this proposal. These windows serve two separate one bed homes that have the same layout. Two of these windows serve bedrooms, with the other two windows serving a kitchen area that forms part of a larger living/kitchen/dining room, which also have windows facing eastwards into a central courtyard. These windows would retain in excess of 19% VSC, which is considered good especially given the windows location on a flank elevation facing over land not in their control.

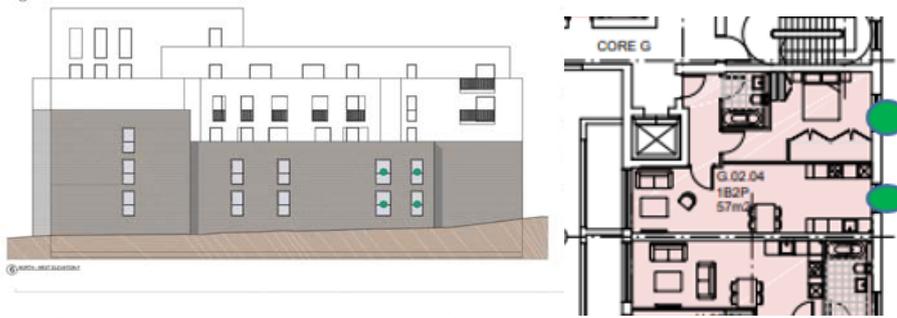


Fig 19 – Western elevation of South site of Mosaic Place development and floorplan extract - green dots indicate relevant habitable windows.

Mosaic Place - Island Site

9.66 This is located on the opposite side of Banstead Road and formerly contained buildings, although these have been demolished for some time. Windows within the approved Mosaic Place development will generally either retain a VSC greater than 18%, which is generally held as acceptable in urban environments, or would already have very poor light conditions due to the building’s design with existing VSC values of less than 6%. In regards to the latter, these windows are generally located within recessed courtyards and in some instances behind deep recessed balconies. The development would result in many of these windows experience significant VSC ratio reductions, however the actual VSC value reduction would be very small. As such it would not significantly alter the quality of accommodation provided or the way it was used and experienced. In terms of sunlight, the development’s impact on this development would be minimal and BRE compliant.

9.67 In terms of overshadowing to the courtyard areas provided as part of the Mosaic Place development, these would remain BRE compliant with 53.9% of the eastern courtyard having retained at least 2 hours of sunlight on spring equinox, with the 99.3% of the courtyard on the western side achieving the same standard.

Outlook and Privacy

9.68 There would be approximately 16m separation distance between the side elevation of the development and the western flank of Mosaic Place south site that contains habitable windows. This distance would ensure that the proposed development would not have unacceptable impact on outlook and privacy of the Purley Baptist southern site development.

9.69 The western flank elevation of the front building which contains windows and balconies, is located 7m away from the eastern elevation of 23 Banstead Road. No.23’s elevation contains three windows, one at ground and two at first floor level, which according to plans approved under planning reference 12/02565/P serve small kitchens of approximately 6.5 sq.m. Due to the small size of the kitchens they are not technically habitable rooms. The existing property at 21 Banstead Road also has windows on its side elevation at ground, first and second floor level. As such, there is an established inter-overlooking relationship between these properties’ main flank elevations. Given consideration to the separation distance, established relationship and use, the proposed development would not have an unacceptable impact on these

windows privacy or outlook. The design of the balcony features a column at its corner and separation distance from the boundary would prevent direct overlooking of the first 10m of no.23's garden.

- 9.70 The rear south western block would be located 10m from the boundary of no.23 and with its windows angled away from no.23's rear elevation. This ensures the development would not direct views into neighbouring windows or directly overlook its garden area. Trees are also proposed in this area to further improve the relationship of the development to this neighbouring property.



Fig 20 – site within surrounding existing, under construction and consented context

- 9.71 The separation distance between the rear block and south site of Mosaic Place development western elevation, where habitable windows would be located, is over 16m. There is a 24m separation distance to the Mosaic Place development on the opposite side of the street. These separation distances would ensure that the proposed development would not cause any demonstrable harm to the privacy and outlook of residential homes being developed as part of the adjoining development.

- 9.72 Properties to the rear on Purley Knoll are located over 50m away from the rear block, and such the development would not have any demonstrable impact on these properties' privacy and outlook.

Noise and Disturbance

- 9.73 The proposed development would be in residential use and as such would not generate significant levels of noise disturbance. Terraces are also modestly sized which would prevent them causing significant levels of noise disturbance. Noise impacts during construction are also recommended to be mitigated by condition. Overall the proposed development, subject to condition, would not have a significant impact on neighbouring amenity.

Transport, Parking and Highways

Parking

9.74 The site has a Public Transport Accessibility Level of 5 (very good), and being located just outside of edge of the Purley district centre is close to a wide range of facilities and services. The site is located within the Purley Controlled Parking Zone.

9.75 London Plan (2021) policy T6 states that car free developments (with exception of disabled parking provision) should be the starting point for all development proposal in places that well connected by public transport, and the absence of local on street parking controls should not be a barrier to new development. The provision of car free development, with exception of disabled parking spaces, given the high PTAL is therefore supported. Residents' eligibility for parking permits is recommended to be restricted through legal agreement. A contribution is also sought to facilitate the potential expansion of the CPZ to the west/north, which if agreed, would further aid the transition to sustainable modes of transport.

9.76 Seven designated disabled person parking spaces are proposed at the eastern side of the development. This provision complies with London Plan (2021) Policy T6.1 Residential Parking that requires a minimum 3% of dwellings to be provided, with a potential further 7% provided in the future. Two spaces will be provided with active electric vehicle charging provision, with all other spaces capable for electric vehicle charging to be provided in the future which meets London Plan (2021) requirements. This is recommended to be secured via condition.

9.77 The proposed disabled car parking access road is of sufficient width, and allows for cars to enter and leave in a forward gear. The road has appropriate visibility splays that allow safe exit from the access road onto Banstead Road. A legal agreement is recommended to ensure that highway works are carried out in an appropriate manner, including the removal of existing dropped kerbs.

Cycle Parking

9.78 A total of 128 long-stay and 3 short-stay cycle parking spaces would be provided on site for residents, which complies with policy requirement set out in the London Plan (2021). Seven of the cycle parking spaces will be designed to accommodate larger cycles. Cycle parking is located at ground floor level where it can be conveniently accessed and used.

Deliveries and Servicing

9.79 It is intended that deliveries and servicing would take place from the consented loading bay on Banstead Road that is being delivered as part of the neighbouring Mosaic Place Baptist development. In the unlikely scenario that this loading bay is not delivered, there is a fall back option of creating a temporary loading bay within the site on the internal access road to the disabled car parking spaces. A condition is recommended to ensure appropriate loading bays are in place upon occupation.

Waste and Recycling

9.80 9,900 litre waste bins and 8,960 litres of recycling and four food waste 960 litres bins within two bin store areas are proposed. A bulky waste storage area has also been provided to the rear of the bin stores. The level of waste and recycling

provision is in line with council's guidance, which requires 9,510 litres of waste, 8,576 litres of recycling and 804 litres of food recycling. Refuse would be collected from two locations on the street, which is comparable to the existing situation where refuse collects from each individual property.

Sustainable Transport

- 9.81 Given that the development would be car-free, increased walking, cycling and public transport use is expected. The impact of additional development within the area, including the proposed development, is expected to require upgrades to existing services and therefore a sustainable transport contribution is to be secured in the s.106 agreement to mitigate the impacts of the development and secure improvements, to include highway and bus infrastructure.
- 9.82 A Healthy Streets Transport Assessment (TA) including Active Travel Zone (ATZ) assessment has been submitted to support the application in line with TFL's guidance.
- 9.83 A draft travel plan was submitted with the application. In order to ensure that the identified modal shift is adequately supported, and barriers to uptake of more sustainable transport modes can be addressed, a Travel Plan and monitoring for three years is to be secured through the s.106 agreement.
- 9.84 The applicant has committed to installing a car club space within an 800m walking distance of the site, and to provide car club memberships to all residents of the development for a 3 year period.

Safeguarded Area

- 9.85 The applicant has agreed to a 2m deep area at the front of the site to be safeguarded for highway improvements, for example lane widening or cycle lane improvement in connection with potential future gyratory/junction improvements. In the short term, this area would be lightly landscaped to prevent illegal parking. The safeguarded area is recommended to be secured through the s.106 agreement.

Trees and Biodiversity

- 9.86 Croydon Local Plan (2018) policy DM28: Trees, states that the council will not permit "*development that results in the avoidable loss or the excessive pruning of preserved trees or retained trees where they make a contribution to the character of the area*". This is further expanded in G7 of the London Plan 2021. NPPF (2021) recognises the important contribution that trees make to character and quality of urban environments, and can also help mitigate and adapt to climate change. Decisions should ensure that new streets are tree lined (unless there are clear, justifiable and compelling reasons why this would be inappropriate), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
- 9.87 In line with the NPPF, eight new trees, consisting of European Hornbeams, Fastigate Maidenhairs and an Oak are proposed to line the enlarged pavement

area, with a further tree proposed in the recess area between the two buildings. These trees would be between 16 to 20m in height, with 14 to 16cm girths. These proposed trees in their publically prominent location would make a significant contribution to visual amenity.

9.88 One hundred and thirteen trees are located within the site or immediately adjacent to the site. These trees have largely developed along the existing properties' boundaries. Any significant development of the site that seeks to increase residential homes would likely take form of cross boundary development, and as such lead to tree loss. None of the trees are protected, and none are of a visual quality that would merit protection. In forming a balanced opinion of development it is important to give weight to the fact that these trees could be removed without any consent or permission.

9.89 Forty six trees and eleven tree/shrub groups would be lost as part of the proposal, six of which are category B, forty five are category C and six are category U. Fifty one trees/tree groups (categories C and U) are of low quality or no quality, making little contribution to the character of the area, and any appropriate replanting scheme can compensate for their loss. The six category B trees that would be lost are as follows:

- T24 – Stone Pine/Umbrella Pine (11m high) – south eastern building location
- T26 – Yew (9m high) – south eastern building location
- T27 – Norway Spruce (14m high) – south eastern building location
- T48 – Common Beech (15m high) – access road/disabled parking area
- T73 – Sycamore (16m high) – level access garden path between two grade B trees that are retained
- T93 – Sycamore (17m high) – south western building location

The location of these six B grade trees are shown below in orange



Fig 21 – Location of category B trees being removed shown in orange

9.90 Officers are satisfied that the removal of these moderate quality trees are necessary to optimise the site's potential in delivering accessible housing in a highly sustainable location. The remaining grade B trees have been incorporated into the scheme in a successful manner, for instance the retention

of Grade B tree T71 (13m high mature sycamore), would form prominent centre points within the central courtyard in which the level access path would sweep around.



Fig 22 – Indicative landscape layout

9.91 In addition to the nine trees planted to the front of the site, fifty six trees of native origin are proposed in the rear communal garden, ranging between 6m and 18m in height to replace the removed trees. In addition, the applicant has agreed a contribution of 15k towards the planting and maintenance of approximately 30 trees in the local area. The proposed development would result in a net gain in trees with 57 trees/groups of trees lost with approximately 95 trees being replanted. The proposed development, subject to condition has an acceptable impact on trees.

9.92 Policy G5 of the London Plan (2021) states that major development proposal should contribute by including urban greening. The London Plan (2021) set outs that borough's should develop their own urban greening factor, but in the interim suggest a target score of 0.4 for developments, which are predominantly residential. Policy G6 of the London Plan (2021) sets out proposals should manage their impacts on biodiversity and aim to secure net biodiversity gain.

9.93 The current Urban Greening Factor of the proposed development is 0.615, thus significantly exceeding London Plan's target.

9.94 A Primary Ecological Appraisal has been submitted. The assessment outlines that the site has low ecological value due to the absence of notable areas of habitat, other than habitats that are found widely in the surrounding landscape. Two ponds are found on the site, but these are of little ecological value due to their small size and isolation within the wider landscape. A bat survey was carried out, which noted that no bats were seen emerging from the buildings with low bat activity, so the site not seen as important resource for foraging and commuting bats.

- 9.95 The report recommends a number of mitigation measures including the provision of a replacement pond, lighting restrictions, recommendation in terms of demolition and vegetation removal including invasive species such as Cherry Laurel and Bamboo. These are recommended to be secured via condition.
- 9.96 The report identifies a number of biodiversity enhancements that could be incorporated, including bird boxes, bat boxes, hedgehog boxes/corridors, invertebrate boxes, planting of native species and green roofs. Many of these features are already incorporated into the proposal, but a condition requiring an Ecological Mitigation and Enhancement scheme to secure details and locations of enhancements, and installation to ensure that the development aims to achieve net gain in biodiversity is met.

Sustainable Design

- 9.97 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.
- 9.98 The scheme is expected to achieve at least a 35% reduction in regulated carbon emission and up to 40% through a combination of energy demand reduction measures and the heat network. The remaining regulated CO₂ emission shortfall would be covered by a carbon offset payment which would be secured through a S.106 Agreement.
- 9.99 A 17% carbon emission reduction would be achieved through the use of passive and energy efficiency measure, exceeding the 10% minimum required by the GLA. Roof mounted photovoltaic panels and use of roof mounted Air Source Heat Pump for space heating is proposed. This would achieve a further 35% carbon emission reduction. In total for residential areas the development would achieve a 51% reduction compared over Part L 2013. A total of 1,051 tonnes of CO₂ would be required to be offset, amounting to a contribution of £99,796.
- 9.100 The site is outside of any zone considered for a future heat network, so no conditions or legal clauses in regards to district energy are required.

Water Use

- 9.101 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.

Impact on Surrounding Environment

Wind

- 9.102 A desktop wind assessment of the impact on local wind conditions has been undertaken. During the windiest season, it is expected that the majority of the

site including the pavement would have wind conditions suitable for standing, with isolated corners providing wind conditions for walking, and some areas with wind conditions suitable for sitting. No strong wind conditions are expected to occur. The wind conditions associated with the development are good, and suitable for the intended use. It should be noted that wind conditions in reality are likely to be better than stated above due to existing/proposed trees (they have not been included within the model as conditions are suitable and they are not needed for wind mitigation purposes).

- 9.103 The wind study has also considered the impact of cumulative development occurring from Mosaic Place and the under construction 1 to 9 Foxley Lane. The wind study concludes that these developments are likely to further improve wind conditions in and around the site as they provide additional shelter. Cumulative interactions are also not likely to occur due to separation distances and dense existing and proposed planting/trees.

Contamination

- 9.104 A phase 1 Environmental Risk Assessment report was submitted with the application. The submitted report outlines that in general risk ranges between low to moderate, and recommends further site investigations to be carried out. A condition is recommended to ensure that further investigation and mitigation is carried out as required.

Air Quality

- 9.105 Policy SL 1 Improving Air Quality of the London Plan (2021) states that development proposal should be at least 'air quality neutral'. The site is in an Air Quality Management Area (AQMA) and is located adjacent to the A23, where exceedances of the National Air Quality Objective for NO₂ often occur. An Air Quality Assessment and Air Quality Neutral Assessment has been submitted and is recommended to be secured via condition. With the limited number of car parking spaces, associated car movements and proposed energy generated, the development would have an insignificant impact on local environments. In terms of Transport Emission and Building Emission the development would be classed as Air Quality Neutral, in line with policy. The main air quality impacts would be from construction, which can be appropriately mitigated through routinely used methodologies, secured through condition. The Air Quality Assessment also confirms that National Air Quality Strategy (AQS) objectives for NO₂, PM₁₀ and PM_{2.5} are likely to be met at the facades of the proposed development, and as such future occupants of the development would be exposed to acceptable air quality. A contribution towards air quality improvements to mitigate against non-road transport emissions is recommended to be secured via the S.106 agreement, and a condition is recommended to ensure that the construction impacts on air pollution are mitigated.

Flooding

- 9.106 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 itself is at very low risk of surface water flooding, however the path and road to the front of the site

is at High Risk of Surface Water, which amounts to greater than 1 in 30 year risk. The site is located within the Purley Cross Critical Drainage Area. The site is also located within a High Groundwater Vulnerability Area.

- 9.107 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 (such as surface water flooding or ground water flooding)'*. 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.
- 9.108 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.
- 9.109 The application complies with part (a) of the Exception Test. The development increases social provision through the delivery of further housing (36% 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 the S.106 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.
- 9.110 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. Further details of mitigation measures are outlined below. The application passes part (b) and therefore passes the Exception Test.

- 9.111 Flood resilience and resistance measures are recommended to be incorporated in the construction of the ground floor levels of the building including flood proof airbricks, installation of non-return valves, raised water, electric and gas meters, and raised electric sockets.
- 9.112 In regards to groundwater flooding, the development itself is not at significant risk from groundwater flooding as long as appropriate mitigation is included. Further site investigation is required to establish the appropriate mitigation strategy. This is recommended to be secured via condition.
- 9.113 Thames Water were consulted on the application, and have recommended a condition in regards to piling. They have also provided further comments which are recommended to be added as an informative.

Light Pollution

- 9.114 A Lighting Impact Assessment has been submitted which is appropriate and would ensure that the development would not cause excessive light pollution. This is recommended to be secured via condition.

Other Planning Issues

- 9.115 In line with policy DM16 of the Croydon Local Plan (2018) a health impact assessment was submitted which identifies that the proposal will provide high standard of housing, which helps promote sustainable travel through the provision of policy compliant cycling offer and due to its appropriate location and would minimise car usage, would reduce flood risk through the integration of SUDS, has good access to health, social and retail facilities, open space, and would be environmentally sustainable. Local employment opportunities would be secured through the S106. The proposal complies with Policy DM16.
- 9.116 London Plan (2021) Policy D12 Fire Safety requires all major developments to be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The applicant has submitted a Fire Strategy produced by BB7. The strategy has been signed off by Steve Michael (MIFireE, ACABE, MIFSM) whom also has extensive experience and is a suitably qualified assessor.
- 9.117 Officers have reviewed the information alongside our Building Control colleagues and consider the report is generally reasonable. Fire evacuation lifts are proposed in each core ensure safe and dignified emergency evacuation for all users in line with London Plan (2021) policy D5. Although issues are identified within the submitted report as outlined in the paragraph below, all represent solvable issues which are recommended to be secured via condition
- Reliance on approved British Standard advice to fire service vehicle access which need to be expanded on with consideration given to GN29, to ensure highest standards required by London Plan are achieved.
 - Insufficient information is provided in regards to protection of lift waiting areas. Operation and management of evacuation lifts is recognised needs future detailed consideration.

- Unenclosed kitchens greater than 8m by 4m needs further consideration to ensure highest standards of fire safety design are met.
- More detail on construction method, products and materials needed.

9.118 A TV and Radio Signal assessment has been submitted with the application. The statement outlines there will be occasions when signal may be affected due to crane activity, but these are short periods and cannot be mitigated against. Once complete, due to high signal strength and availability of alternative transmitters other than Crystal Palace, the development should not have an adverse effect on local television. No further mitigation is required.

9.119 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.

9.120 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 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.

Appendices

AP1: 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 (2021)

- GG1 Building Strong and Inclusive Communities
- GG2 Making Best Use of Land
- GG3 Creating a Healthy City

- GG4 Delivering the Homes Londoners Need
- GG5 Growing a Good Economy
- GG6 Increasing Efficiency and Resilience
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive Design
- D6 Housing Quality and Standards
- D7 Accessible Housing
- D8 Public Realm
- D11 Safety, Security and Resilience to Emergency
- D12 Fire Safety
- D13 Agent of Change
- D14 Noise
- H1 Increasing Housing Supply
- H5 Threshold Approach to Applications
- H6 Affordable Housing Tenure
- H7 Monitoring of Affordable Housing
- H8 Loss of Existing Housing and Estate Redevelopment
- H10 Housing Size Mix
- S4 Play and Informal Recreation
- E11 Skills and opportunities for All
- HC1 Heritage Conservation and Growth
- HC3 Strategic and Local Views
- G5 Urban Greening
- G6 Biodiversity and access to nature
- SI 1 Improving Air Quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy Infrastructure
- SI 4 Managing Heat Risk
- SI 5 Water Infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 12 Flood Risk Management
- SI 13 Sustainable Drainage
- T1 Strategic approach to Transport
- T2 Healthy Streets
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, Servicing and Construction

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

AP2: 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.