

1.0 APPLICATION DETAILS

Ref: 22/00948/FUL
 Location: 2 Highland Road, Purley, CR8 2HS
 Ward: Kenley
 Description: Demolition of the existing dwelling. Erection of three storey building comprising 8 flats and provision of associated parking and landscaping works.
 Drawing Nos: 362-OBA-00-ZZ-DR-A-0100, 362-OBA-00-ZZ-DR-A0101, 362-OBA-00-ZZ-DR-A-0102 REV A, 362-OBA-00-GF-DR-A-0251 REV A, 362-OBA-00-GF-DR-A-0252, 362-OBA-00-GF-DR-A-0253, 362-OBA-00-GF-DR-A-0254, 362-OBA-00-ZZ-DR-A-0300, 362-OBA-00-ZZ-DR-A-0350, 362-OBA-00-ZZ-DR-A-0450, 362-OBA-00-ZZ-DR-A-0451, 362-OBA-00-ZZ-DR-A-0452, 362-OBA-00-ZZ-DR-A-0453, 362-OBA-00-ZZ-DR-A-0454, 362-OBA-00-ZZ-DR-A-0455, 362-OBA-00-ZZ-DR-A-0456, 362-OBA-00-ZZ-VS-A-0501, 362-OBA-00-ZZ-VS-A-0502, 362-OBA-00-ZZ-VSR-A-0505
 Applicant: Mr Thompson
 Case Officer: Georgina Betts

	One bedroom	Two bedroom	Three bedroom	Four+ bedroom	Total
Existing	0	0	0	1	1
Proposed	3	2	3	0	8

Number of car parking spaces	Number of motor cycle spaces	Number of cycle parking spaces
8	2	18

This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- The Ward Councillor (Cllr Ola Kolade) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.
- Objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

A) The prior completion of a legal agreement to secure the following:

- A financial contribution of £12,000 for sustainable transport improvements and enhancements;
 - Car club membership for each unit for a period of 3 years; and
 - Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration.
- 2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Commencement time limit of 3 years
2. Development carried out in accordance with approved drawings and reports

Pre-commencement conditions

3. Construction Logistics Plan to include a survey of the public highway
4. Landscaping and hard standing
5. Sustainable urban drainage (SuDS)

Pre-Occupation Conditions

6. External materials and samples
7. Implementation of car parking as specified
8. Electric Vehicle Charging Points at 20% active and 80% passive
9. Submission of a lighting scheme
10. Submission of a biodiversity enhancement plan

Compliance Conditions

11. Accordance with recommendations set out in Preliminary Ecological Appraisal
12. Accessibility (M4(2) and M4(3))
13. Refuse, cycle stores and play space to be provided as approved
14. In accordance with the Tree Survey
15. In accordance with the Fire Statement
16. Energy and water efficiency requirements
17. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

Informatives

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative

7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration
- 2.4 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990
- 2.5 That, if within 2 months of the planning committee meeting date, the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration has delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The application seeks planning permission for redevelopment of the site, involving the following:

- Demolition of the existing dwelling
- Erection of a three storey building comprising 8 flats
- Provision of 8 car parking spaces, 1 motorcycle space and storage for 15 bicycles
- Provision of an internal bin store
- Provision of hard and soft landscaping including rear amenity space

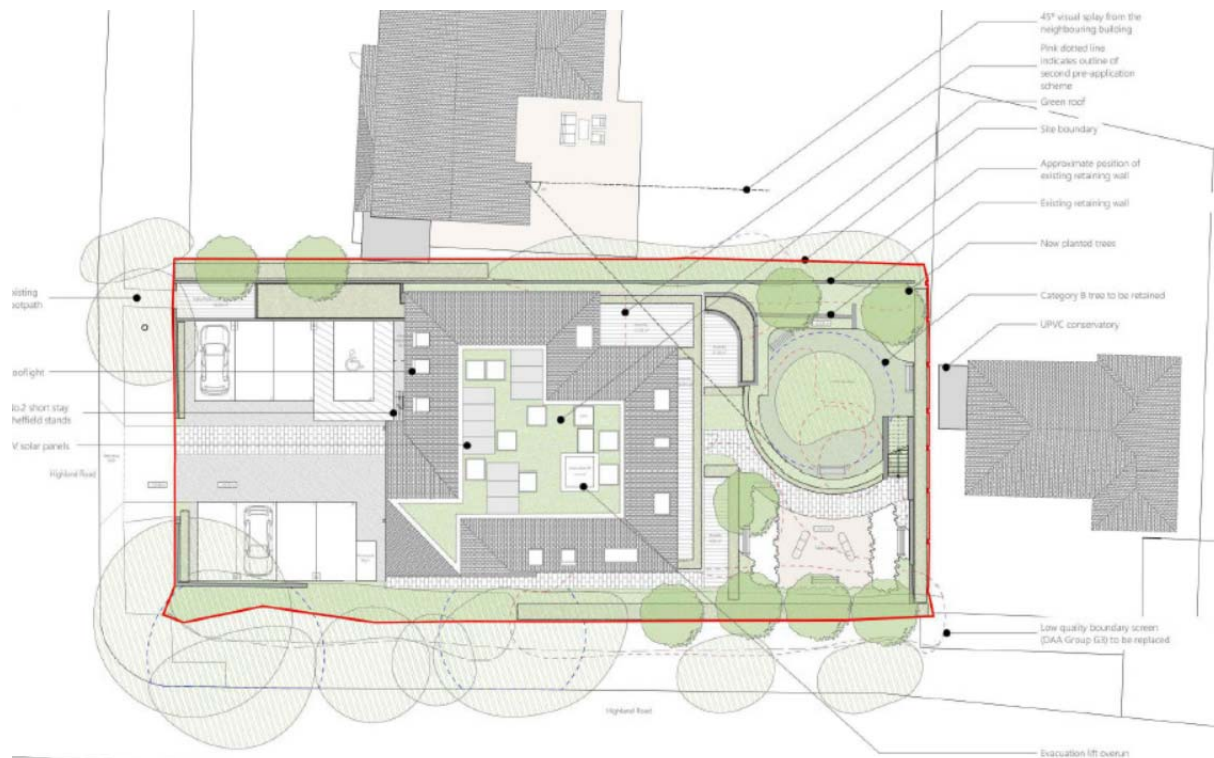


Figure 1 – Proposed Block Plan

Additional Information

3.2 Following the validation of the application existing plans were requested from the applicant, provided on 23rd May 2022 and uploaded. These documents were submitted in support of the information already provided.

Amended Plans

3.3 Amended plans were received during the course of the application to address officer concerns. The following changes have been made to the scheme:

- Unit 1 has been made the wheelchair user Part M4(3) unit in place of unit 2.
- Unit 2 floor area has been reduced by 4sqm; this has been put towards the cycle parking to relocate the adaptable cycle space.
- Annotations regarding the door to the cycle store have been added.
- Pedestrian visibility and vegetation notes have been added.

3.4 Given that the above are minor amendments and points of clarification, no further consultations were considered necessary by the LPA.

3.5 Further amended plans were received on the 24th June 2022 increasing the level of onsite cycle parking and further clarification was received in respect of the M4(3) unit.

4 Site and Surroundings

4.1 The application site lies of the southern side of Highland Road in the ward of Kenley and is currently occupied by a large, detached property within a generous plot. The land rises sharply to the north-east and falls to the south-west, whilst to the south land levels are fairly flat towards the neighbouring property at 27 Highland Road. The existing property dates to the post-war era and while not of high architectural quality the existing dwellings contributes to the sites suburban setting.

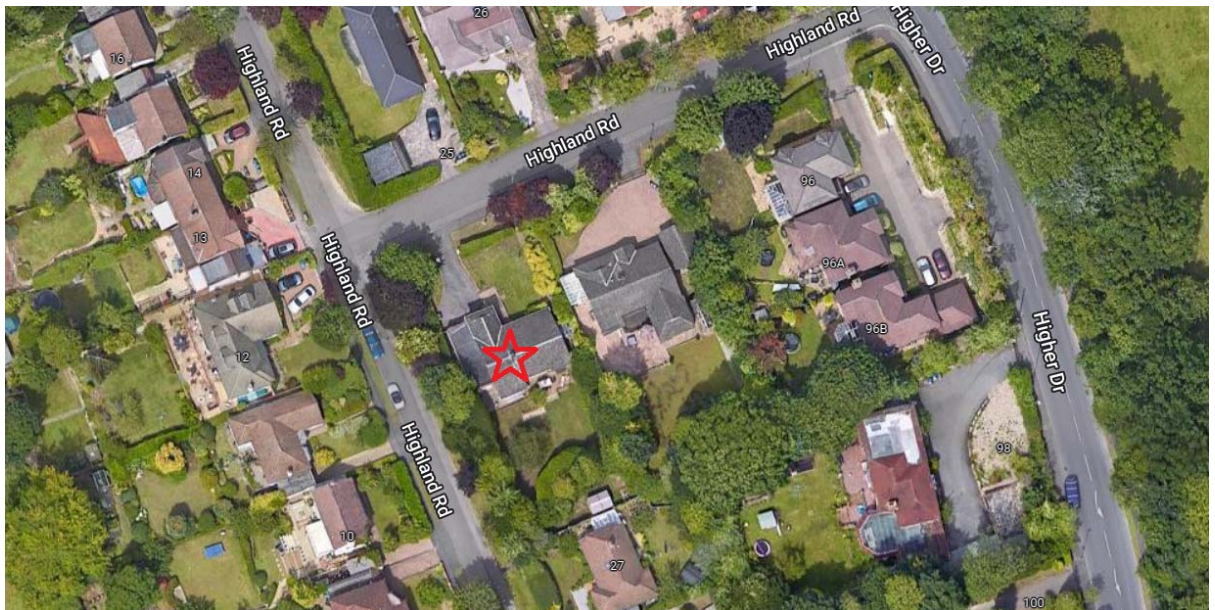


Figure 2 – the application site

4.2 The surrounding area is residential in character comprising predominately single and two storey detached and semi-detached properties all within generous plots. The built form varies in style and comprises buildings from the inter war and post war era with most benefitting from established soft landscaping. The surrounding area has a strong residential and verdant character while several recent flatted developments have been completed within Higher Drive and Highland Road itself.

4.3 The site lies within a suburban location however with the steeply rising topography walking to local amenities within Purley and Kenley is unlikely. The site lies within an area at risk of surface water flooding however there are no other site constraints that would impact upon the proposal before members.

Planning History

4.4 Pre-applications were submitted before the current application. The applications were submitted by the current agent as per this proposal.

Reference	Description
21/05879/PRE	Demolition of the existing dwelling and erection of a 2.5 storey building consisting of 8 apartments, parking and associated landscaping.
21/04756/PRE	Demolition of the existing dwelling and erection of a 3-4 storey building comprising 9 flats with 10 car parking spaces and associated landscaping.
19/05302/PRE	Demolish existing house and erection of nine new apartments comprising of two one bed apartments and six two bed apartments and one three bed apartment with on-site parking and communal gardens

4.5 There is no other recent and/or relevant planning history in relation to this site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally;
- There is an acceptable mix of unit sizes with all dwellings capable of being classified as family homes;
- The quality of accommodation is acceptable for future residents;
- The design and appearance of the development is an acceptable quality, and it is not considered that it would harm the character of the surrounding area;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- Impacts upon biodiversity and ecology is acceptable with suitable mitigation capable of being secured through condition;
- All remaining sustainability aspects can be controlled by conditions.

5.0 CONSULTATIONS

LOCAL REPRESENTATION

5.1 The application was publicised by 11 letters of notification to neighbouring properties. The number of representations received in response to the initial notification and publicity of the application are as follows.

No of individual responses: 42; Objecting: 42; Supporting: 0

5.2 The following issues were raised in representations.

Objection	Officer comment
<i>Design and Character</i>	
Overdevelopment/high density	Acknowledged and addressed in paragraph 7.8 – 7.23 of this report.
Not in keeping with the area/ taller than surrounding buildings	
Loss of green space	
Inappropriate materials	
Obtrusive by design	
<i>Impacts on future amenity</i>	
Lack of amenity space for families	Acknowledged and this is addressed paragraphs 7.24 – 7.43 of this report.
Fire Safety	Acknowledged and this is addressed paragraphs 7.33 of this report.
<i>Impacts on neighbouring amenity</i>	
Loss of sunlight/daylight	Acknowledged and this is addressed paragraphs 7.35 – 7.43 of this report.
Overlooking/loss of privacy	
Overshadowing/dominance/visual intrusion	
Noise and general disturbance	
Need for a CLP prior to determination	Acknowledged and this is addressed paragraphs 7.58 of this report.
Disruption through construction	Acknowledged and this is addressed paragraphs 7.42 – 7.43 of this report.
<i>Transport and highways impacts</i>	
Highway Safety/shared surfaces	Acknowledged and this is addressed paragraphs 7.47 – 7.62 of this report.
On street parking/cumulative impacts	
Lack of parking	
<i>Environmental Matters</i>	
Loss/impact on trees/lack of trees and screening	Acknowledged and this is addressed paragraphs 7.44 – 7.46 of this report.
Reduction of green space	
Loss of ecology, biodiversity and impact protected species e.g. slow worms	Acknowledged and this is addressed paragraphs 7.67 of this report.
Drainage/flooding	Acknowledged and this is addressed paragraphs 7.63 of this report.
<i>Other matters</i>	
Impact on local infrastructure/communities	The development will make a CIL payment to contribute towards infrastructure and services

5.3 The ward councillor for Kenley, Councillor Ola Kalode, has objected to the scheme (and referred to Committee) summarised as follows:

- Over development
- Visually intrusive resulting in harm to neighbouring properties
- Out of character
- Inadequate amenities for future occupiers
- Lack of green space
- Loss of daylight/sunlight
- Impact on local drainage
- Loss of trees and/or biodiversity
- Impacts on highway safety

Officer's response: These aspects are addressed within the assessment below.

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

6.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resistance to emergency
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening

- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance:

- Croydon Suburban Design Guide SPD (2019) – officer’s note Mayor Perry intends to revoke this guidance following his election in May 2022. However, the SPD2 remains in place as of today and is a material consideration in the determination of relevant planning applications, such as that before members
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- Croydon SPG 12: Landscape Design
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development;
- Design and the impact on the character of the area;
- Quality of accommodation;
- Neighbouring residential amenity;
- Trees, landscaping and ecology;
- Transport;
- Waste/recycling facilities;
- Flood risk and energy efficiency;
- Other matters; and
- Conclusion.

Principle of development

7.2 The London Plan 2021 (LP) and the National Planning Policy Framework 2021 (NPPF) place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis.

7.3 Policy SP2.1 of the Croydon Local Plan 2018 (CLP) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites.

- 7.4 LP policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way. Policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs.
- 7.5 CLP Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three-bedroom units and the loss of units that have a floor area of less than 130sqm. The existing property is a four bedroom detached home in excess of 130m² and as such the proposal would not result in the loss of a small family home.
- 7.6 CLP Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough.
- 7.7 Of the 8 units proposed 3 units would have at least 3-bedrooms. At a provision 37.5% the proposal would exceed the strategic target and would contribute to the provision of family housing in the borough.

Design and impact on the character of the area

- 7.8 CLP policy SP4.1 states that the council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.
- 7.9 CLP policy DM10.1 has a presumption in favour of 3 storey dwellings, which should respect the development pattern, layout; siting, the scale, height, massing, and density; and the appearance, existing materials, and built and natural features of the surrounding area.
- 7.10 CLP Policy DM10.7 requires developments to incorporate high quality materials that respond to the local character in terms of other things durability, attractiveness, sustainability, texture and colour. This policy also requires roof forms to positively contribute to the character of the local and wider area with proposals being sympathetic with its local context.
- 7.11 Layout, Height, Form, Scale and Massing: The application site fronts onto Highland Road and while the land levels fall substantially from the north-east to south-west the levels within the site are relatively consistent and flat. The immediate area comprises single to two storey dwellings, with single storey dwellings to the north-east and two storey dwellings to the south-west. Site access is provided to the north close to the 'T' junction. While the existing dwelling could be classed as a bungalow, accommodation is provided over two floors, being a lower ground and ground floor level. The site forms part of an established building line but is at the corner 'T' junction of Highland Road and therefore sits in a prominent location.

7.12 CLP policy DM10.1 states that new development should seek to achieve a minimum height of 3 storeys. The proposed development has been designed to appear as two stories with accommodation in the roof space and the gable facades. The proposed roof typology is that of a hip with intersecting gable features towards the northern and western elevations. The proposed hip roof and gable features, while larger in form than neighbouring buildings, would seek to respect the character of the locality and complement the architectural styles of nearby dwellings. The overall height of the development would sit below that of 1 Highland Road but would be taller than the dwellings to the south-west given the topography of the area. While the proposed development would sit proud of the dwellings to the south-west a generous separation distance of approximately 22.9m would offset any increase in perceived mass.



Fig 3: Proposed Streetscene Elevations

- 7.13 The proposed development is therefore of an acceptable scale and design and would respond to neighbouring character, as such meets the objectives of DM10 and the Suburban Design Guide SPD (SDG).
- 7.14 CLP Policy DM10.1 (a) requires the development pattern, layout and siting to respect that of the surrounding area. The proposed layout would align with the established building line of Highland Road and would appropriately turn the corner. This approach would seek to allow for a greater transition at the corner of the 'T' junction adding to the visual interest and suburban character of the street scene. This approach is appropriate given the established character of Highland Road.
- 7.15 CLP Policy DM10.1 (b) requires the proposal to respect the scale, height, massing, and density. The proposed building would be set in from the site boundaries with a landscaped buffer to the eastern and western boundaries which would seek to integrate the development within its sylvan setting while contributing to biodiversity. The generous separation distance to neighbouring properties to the south and west far exceed the guidance set out in the SDG and would not disrespect the development pattern of the surrounding area.

- 7.16 Car parking for eight vehicles would be located within the forecourt area of the site with sufficient turning areas. The hard to soft landscaping ratio is well balanced with adequate spacing to retain the existing hedging to the west and the incorporation of meaningful planting. The indicative schedule of hardstanding materials would help to soften and visually break down the appearance of the parking area, this approach is similar, in some cases better, than other examples in the area. This approach is accepted in character terms.
- 7.17 Architectural Expression: CLP policy DM10.1 (c) requires proposals to respect the appearance, existing materials and built and natural features of the surrounding area.
- 7.18 The Design and Access Statement (DAS) includes information on a contextual analysis carried out on the site and surrounding area. There is a clear rationale for how this has influenced the design, and how the design has progressed.
- 7.19 The indicative materials for the building would consist of red and buff bricks with clay roof tiles and vertical timber cladding. The window frames would be aluminium being of a bronze or brown colour which would seek to complement the timber cladding. These materials are acceptable given the mixed character of the area and are reminiscent of more recent development towards the northern end of Highland Road.



Figure 4: Indicative materials

- 7.20 Full details of the external materials and finishes would be secured via condition to ensure that they are of a suitable quality.

- 7.21 Landscaping: The site currently benefits from well vegetated side and rear boundaries which contributes to the character of the area but also provides privacy to the current owner. Some landscaping would be removed from the eastern boundary to accommodate the development while the trees to the western boundary would be retained. Native hedging would be planted to the western and southern boundaries to retain the landscape character while providing privacy for future occupants. The indicative landscaping plan is well considered and utilises the change in land levels and raised planters to define multi-faceted communal areas.
- 7.22 The waste, recycling and cycle stores would be integrated within the built form and is a sufficient size. Freestanding visitor cycle parking would be provided towards the front of the building in the form of Sheffield stands, with residential cycle parking within the built form. As full details have been provided, no further details are required by condition. The details of the external doors to the refuse store would be secured as part of the external facing materials condition but are proposed as timber to tie in with other elements on the building.
- 7.23 Conclusion: The design approach is considered to respect the character of Highland Road, in terms of design, height, scale, massing and layout and the proposed landscaping is well considered.

Quality of accommodation

- 7.24 LP policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. CLP. policy SP2.8 also deals with quality and standards. The table below demonstrates the GIAs of each residential dwelling:

Unit - Provision	Min GIA	GIA	Amenity Space	Storage
1 – 3b5p	86m ²	108m ²	8.22m ²	3.44m ²
2 – 3b4p	86m ²	74m ²	9.92m ²	3.07m ²
3 – 3b5p	86m ²	74m ²	15.14m ²	3.33m ²
4 – 2b3p	61m ²	65m ²	6.16m ²	1.98m ²
5 – 2b3p	61m ²	67m ²	13.54m ²	3.36m ²
6 - 1b2p	50m ²	50m ²	5.63m ²	1.21m ²
7 – 1b2p	50m ²	52m ²	5.80m ²	2.66m ²
8 – 1b1p	39m ²	39m ²	5.75m ²	1.08m ²

- 7.25 As shown on the table above, all units comply with LP standards on minimum floorspace areas, storage space, and amenity space. All bedrooms within the proposal comply with parts 2, 3, and 4 of policy D6 in relation to bedroom size standards. Each dwelling would also have a floor to ceiling height of 2.5m for at least 75% of the floor space of the entire dwelling. All of the dwellings are dual aspect, therefore adequate light levels and ventilation will be available.
- 7.26 Given the above it is considered that adequate floor areas and space standards would be provided for future occupiers.

Amenity Space

- 7.27 CLP policy DM10.4c states: All proposals for new residential development will need to provide private amenity space that provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter.
- 7.28 CLP policy DM10.4d states: All proposals for new residential development will need to provide private amenity space that all flatted development and developments of 10 or more houses must provide a minimum of 10m² per child of new play space, calculated using the Mayor of London's population yield calculator and as a set out in Table 6.2.
- 7.29 CLP policy DM10.5 states: In addition to the provision of private amenity space, proposals for new flatted development and major housing schemes will also need to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive.
- 7.30 All of the units have adequate private amenity space while the communal garden area is well designed and is capable of use by multiple users given the multi-faceted spaces. As demonstrated on the table above the proposal is capable of providing the required amenity areas and the required 17.1m² of playspace at 24.04m², which is included within the indicative landscaping plan.

Accessible Dwellings

- 7.31 LP policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'; and all other dwellings should meet the Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site.
- 7.32 The proposed development would be step free and a lift would be provided within the communal hallway, whilst Unit 1 would be M4(3) compliant. Refuse and cycle storage is on the ground floor and has level access from internal and external doorways. A disabled parking bay is provided immediately outside the proposed building and given the proposed design would allow step free access. The proposal would provide 1 unit capable of meeting M4(3) and 7 units capable of meeting M4(2), full details would be secured at the condition stage.

- 7.33 LP policy D12A states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has submitted a Fire Statement which sufficiently demonstrates that the proposal complies with the requirements of the London Plan 2021, which will be conditioned, with final fire safety measures secured at the Building Regulations stage.
- 7.34 Overall, the standard of accommodation is considered to be acceptable, subject to conditions.

Neighbouring residential amenity

- 7.35 CLP policy DM10.6 states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. CLP policy DM10.6(c) outlines that proposals for development should not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling.
- 7.36 CLP Policy DM10.6c requires new developments to not result in direct overlooking of private space 10m perpendicular to the rear elevation of an existing neighbouring property.
- 7.37 Section 2.9.10 of the SDG outlines that there should be a minimum distance of 18m between a new dwelling and a third-party dwelling.
- 7.38 The proposed development would lie approximately 16m at ground floor and approximately 17.6m at first floor and above from the flank wall of 27 Highland Road. A conservatory is located to the northern flank wall of No27 with outlook to the east, west and north while a secondary window is located within the flank wall. While the ground floor is less than the 18 metres specified within the Design Guide, the ground floor level is set lower than the ground level at No27. In addition, and given the separation distance, the proposal would not breach the 25-degree angle taken from the conservatory or secondary window and therefore adequate levels of daylight and sunlight would be retained. The separation distance at first floor and above is considered acceptable given the change in land levels between the application site and the neighbour and the position of the site at the 'T' junction of Highland Road. Given the separation distances, changes in land levels and the incorporation of soft landscaping along the southern boundary the proposal is not considered to result in significant harm to the residential amenities of 27 Highland Road.

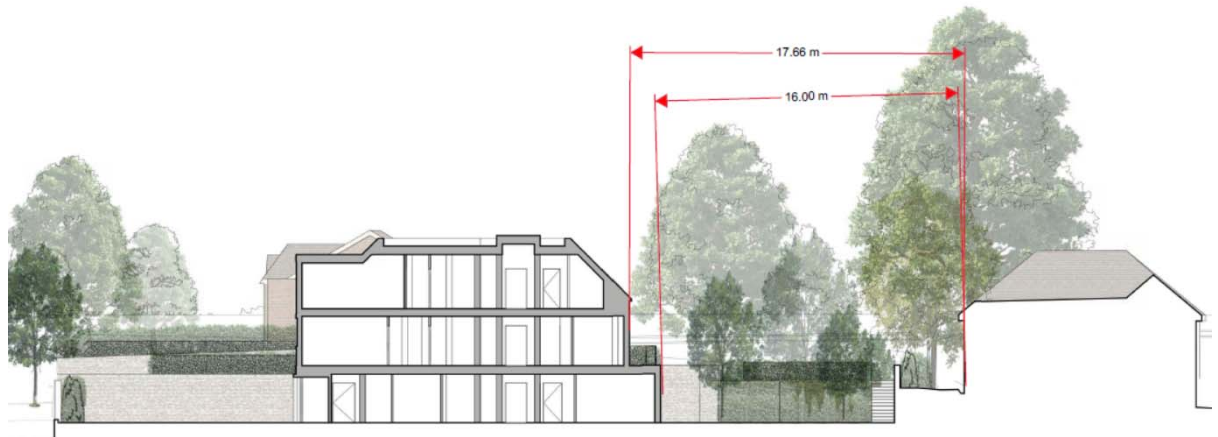


Figure 5: Separation distances to 27 Highland Road

- 7.39 The separation distance between the proposed development and the neighbouring properties to the west on the opposite side of Highland Road would exceed the SDG guidance at 22 metres, so is not considered to appear visually intrusive nor result in a significant loss of privacy to these neighbours.
- 7.40 The nearest neighbour considered to be most affected by the development is that of 1 Highland Road, the neighbour to the east. The applicant has provided a site layout plan which demonstrates that the 45-degree angle taken from the midpoint of the neighbouring window would not be intersected by the proposed development. A conservatory type structure lies to the western flank wall of 1 Highland Road and a window is also within this elevation. Given the change in land levels between the application site and the neighbour at 1 Highland Road, meaning they are at an elevated position, the proposal would not breach the 25-degree angle taken from the neighbouring window and so would be acceptable in terms of daylight and sunlight. In terms of the conservatory type structure, it has windows to the front and rear and not in the side elevation, so would not be significantly impacted from a daylight and sunlight perspective. The change in land levels between the application site and 1 Highland Road would ensure that the proposed development would not appear visually intrusive. The impact of such from the rear of 1 Highland Road would therefore be that of a single storey element given the change in land levels, as seen below.



Figure 6: Plan depicting the relationship to 1 Highland Road

Other Surrounding Properties

- 7.41 It is considered that other properties in the vicinity of the site are of a sufficient distance to mitigate against any unacceptable amenity impacts. Details of external lighting could be secured via condition to ensure that the proposal would not result in light pollution.

Construction Impacts

- 7.42 It is acknowledged that with any build, whilst there may be slight disturbances and inconveniences for neighbouring properties, there are no grounds to refuse planning permission based on construction impacts. A Construction Logistics Management Plan can be secured through condition which would seek to protect neighbouring amenities as far as possible during this time. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and is enforceable under the Environmental Health Acts.
- 7.43 Overall, any potential amenity impacts on neighbouring occupiers are considered to have been adequately mitigated by spatial separation between neighbouring properties. Furthermore, the orientation of the proposed development and the existing orientation of the surrounding neighbouring properties is favourable to mitigate adverse impacts. The proposal would therefore comply with policy DM10.6 and adhere to the guidance of the Suburban Design Guide 2019.

Trees, landscaping and ecology

- 7.44 LP Policy G7 and CLP policy DM10.8 and DM28 seek to retain existing trees and vegetation. CLP policy DM10.8 requires proposals to incorporate hard and soft landscaping.
- 7.45 The applicant has submitted a well-considered indicative landscaping plan which has been reviewed by the trees officer. A balance has been struck between hard and soft landscaping while the applicant has sought to retain existing vegetation where possible, any losses will be mitigated with replacement planting. Subject to a suitably worded condition to obtain full details of all landscaping features including plant species and sizes the proposal is considered acceptable in this respect. In addition, the tree officer has requested that the tree survey which includes details of trees to be retained is conditioned as part of any approval.
- 7.46 The site is not located in within a Site of Nature Conservation Area nor were any protected species identified within the Preliminary Ecological Assessment (PEA). While representations have raised concerns regarding the presence of Slow Worms the PEA identified a low potential for reptiles on site, no further information was received from third parties in terms of evidence to their presence on site. Officers did visit the site as part of the application process and ecological interests were explored, no evidence of slow worms of potential habitats were found. Given the concerns expressed by residents the LPA consulted with its Ecological Advisor who reviewed the application; no objection or concerns were raised, and they confirmed ecological and biodiversity enhancements could be secured through condition. Subject to an appropriately worded condition the proposal would accord with policies G6 of the London Plan 2021 and DM27 of the Croydon Local Plan 2018.
- 7.47 Subject to the imposition of an appropriately worded condition the proposal would accord with the aforementioned policies.

Transport

- 7.48 The site has a Public Transport Accessibility Level (PTAL) of 0, on a scale where 0 is the worst and 6 is the best, which indicates poor access to public transport. The site is not within a Controlled Parking Zone however it is noted that on street parking takes place along Highland Road and further beyond in Higher Drive.
- 7.49 During the course of the application advice has been sought from the Highway Authority and the Transportation Team which follows on from advice given at the pre-application stage.

Access arrangements

- 7.50 The existing access would be altered to accommodate the development and would be subject to a separate highway works application. The amendments received now provide appropriate visibility splays and would ensure that the access is safe for all users. The access arrangements are now considered acceptable by the Highway Authority and the Transportation Team.

Car Parking

- 7.51 LP Policy T6.1 suggests a provision of up to 1.5 car parking spaces per dwelling for developments within this PTAL, so up to a maximum 12 spaces.
- 7.52 The proposal includes 8no. car parking spaces integrated within the development site. This provision would result in a parking ratio of 1:1 and given the PTAL of 0 would meet the maximum parking standard as set out within Policy T6 of the London Plan. In addition, the applicant has provided two motorcycle parking bays which under the London Plan contributes to the overall parking provision, totalling 10 parking spaces. Furthermore, the applicant has undertaken a Parking Stress Survey in accordance with the Lambeth Methodology (which has been scoped with the Transportation Team). While on street parking currently takes place in the immediate area it is not at or near saturation level, currently at 60%. Any overspill parking and/or visitor parking can therefore be accommodated on the highway and would not unduly impact on the parking amenity currently enjoyed by existing residents. Regardless of the result of the Parking Stress Survey the parking provision set out within the London Plan are maximum standards and neither the Highways Authority or the Transportation Team have objected to the proposed parking provision, such a provision is therefore acceptable.
- 7.53 Adequate space within the site has been provided to ensure that vehicles can manoeuvre in and out of the parking spaces freely. Each car would have adequate space next to hedges and walls to alight safely and efficiently. Representations have raised concerns over the shared surface towards the front and the potential impact on the visually impaired or physically disabled. Given the small scale of development, the open nature of the parking area and low trip movements a shared surface is not considered inappropriate, nor would it result in an unacceptable risk to future users or visitors. The use of tactile paving within this area could assist those who are visually impaired and can be considered and secured at condition should this be deemed necessary.
- 7.54 A condition will be included to secure electric vehicle charging points, to ensure 20% active and 80% passive points are provided in line with CLP policy DM30 and LP policy T6.1.

Cycle parking

- 7.55 CLP Policy DM30 and LP policy T5 (and Table 10.2) requires the provision of a total of 18no. cycle parking spaces for residents, to accommodate 2no. cycle spaces per unit.
- 7.56 A communal bicycle store would be incorporated within the built form of the building at the ground floor. Door widths are wide enough to ensure users can access the store while step free access is provided. Provision has been made for 16 internal cycle spaces and an area for adapted bikes provided. Two visitor cycles parking spaces will be provided towards the front of the building (as Sheffield stands), which is acceptable. The quantum and form of storage is considered acceptable and would accord with Policy T5 of the London Plan 2021.

Obligations

- 7.57 A contribution of £12,000 will be secured via S106 agreement to contribute towards sustainable transport initiatives including on street car clubs with electric vehicle charging points (EVCPs) as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders, signing, and lining of a potential car club bay, EVCP provision including electrics and set up costs for the car club. Funding will also be used for extension and improvements to walking and cycling routes in the area to support and encourage sustainable methods of transport.
- 7.58 It is recommended that car club membership is provided for each unit for a period of 3 years; this will be secured via S106 agreement.
- 7.59 A condition would be attached to require submission of a Construction Logistics Plan (CLP) which shall include a survey of the surrounding footways and carriageway prior to commencement of works on site.
- 7.60 Overall, in terms of transport matters, the proposal is considered acceptable, subject to conditions and a Section 106 Agreement to secure a contribution of £12,000 for sustainable transport initiatives.

Waste / recycling facilities

- 7.61 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design.
- 7.62 Refuse would be collected from the highway with refuse personnel accessing an integrated refuse store within 13 metres of the highway, so no refuse vehicles would need to enter the site itself. Given the integrated nature of the refuse store residents would not have to walk more than 30m to dispose of their waste. The applicant has demonstrated that waste can be accommodated and collected.
- 7.63 While a bulky waste area has not been identified on the proposed block plan the site is capable of accommodating a bulky waste collection area.

Flood risk and energy efficiency

Flood Risk and Sustainable Drainage Systems (SuDS)

- 7.64 The site is at risk of surface water flooding but is not located within Flood Zones 1, 2 and 3. The proposal has the potential to contribute to surface water run-off given the increase in built form and associated hardstanding. The proposal seeks to include a green roof and permeable paving as well as planted borders and additional landscaping, given the small scale of development proposed such measures are considered to help reduce water run-off from the site. In accordance with Policies SI 12 and SI 13 of the London Plan 2021 and Policy DM25 of the Croydon Local Plan the development is required to provide SuDS to reduce the cause and effect of flooding. The application seeks to utilise

infiltration through the use of soakaways given underlying chalk geology and would adhere to hierarchy of the London Plan. Therefore, it is considered necessary that a condition requiring the incorporation of Sustainable Drainage Systems (SuDS) is secured as part of any approval. Subject to the incorporation of an appropriately worded condition the proposal would accord with the aforementioned policies.

Energy efficiency

- 7.65 CLP policy SP6 requires development proposals to both achieve the national technical standard for energy efficiency in new homes.
- 7.66 The proposal would include the installation of Solar PV within the flat roof area as such the proposal would adhere to the energy hierarchy of the LP and would be in accordance with CLP policy SP6. To ensure that a reduction in CO2 emissions beyond the Building Regulations Part L is achieved and that a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G is met a condition is deemed necessary.

Other matters

- 7.67 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 7.68 All other planning considerations including equalities have been taken into account but none are sufficient to outweigh the recommendation for approval.

Conclusion

- 7.69 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations a resolution to grant planning permission subject to the Legal Agreement should be made without further delay.