

1.0 APPLICATION DETAILS

Ref: 21/06380/FUL
 Location: 104 Purley Downs Road, South Croydon, CR2 0RB
 Ward: Sanderstead
 Description: Demolition of single-family dwellinghouse and erection of 3x two-storey, semi-detached pairs of dwellinghouses and 1x two-storey detached dwellinghouse (total 7 units) with associated parking, cycle and refuse storage.
 Drawing Nos: FX06-S1-101b, FX06-S1-102, FX06-S1-103d, FX06-S1-104c, FX06-S1-105c, FX06-S1-106c, FX06-S1-107c, FX06-S1-108c, FX06-S1-109a, FX06-S1-110a, FX06-S1-111b, FX06-S1-112a, FX06-S1-113b, FX06-S1-114b, FX06-S1-115b, FX06-S1-116a.
 Agent: Mr Shervin Khazeni
 Applicant: Aventier Ltd
 Case Officer: Nathan Pearce

	3 beds	4 beds	5 bed	TOTAL
Existing	0	0	1	1
Proposed (all market housing)	3	4	0	7

Number of car parking spaces	Number of cycle parking spaces
11	14

1.1 This application is being reported to Planning Committee in accordance with the following Committee Consideration Criteria:

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

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- A financial contribution of £10,500 for sustainable transport improvements and enhancements.

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. Carried out in accordance with the approved drawings and reports

Pre-commencement

3. Construction Management Plan and Construction Logistics Plan
4. Construction environmental plan for biodiversity
5. Ecological protection of protected species
6. Biodiversity mitigation and enhancement measures
7. Submission of a copy of the Natural England licence for Bats
8. Submission of SUDS details

Prior to above ground floor slab level

9. Materials and details to be submitted
10. Submission of landscaping details

Pre-occupation

11. Ecological lighting strategy
12. Implementation of car parking as shown on plans
13. Installation of EVCPs at 20% active and 80% passive

Compliance

14. Compliance with Tree Protection Plan
15. Accord with the approved ecological surveys and reports
16. One unit to be accessible homes M4(3) and remainder M4(2)
17. Compliance with energy and water efficiency requirements
18. Compliance with fire statement
19. 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 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 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 3 months the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of the single-family dwelling house (two-storey) and the redevelopment of the site to provide 7 new dwelling houses. It is proposed to provide two pairs of semi-detached dwellings along the existing frontage with a detached dwelling and a semi-detached pair located to the rear of the site.
- 3.2 The site would be accessed via the existing highway on Purley Downs Road through a pedestrian and vehicle access that uses the existing vehicle crossover. A separate additional pedestrian access to the front houses would be created.
- 3.3 The proposal would provide 11 off street car parking spaces within the site, 14 cycle parking spaces with associated landscaping. Each property would have private amenity to the rear.



Figure 1-CGI of proposed semi detached dwellings fronting Purley Downs Road

Amendments

- 3.4 It should be noted that amended drawings were received during the application period which reduced the number of units from 8 to 7, reduced the amount of hardstanding at the front of the site and made minor alterations to the layout and appearance of the houses and site. These revisions have sought to address consultees and objectors concerns where relevant. A formal re-consultation of the application has taken place.

Site and Surroundings

3.5 The application site is located on the southern side of Purely Downs Road and currently comprises one detached dwellinghouse. There is a change in levels on site, with land levels rising from west to east (approximately a 3.6m difference across the site). The area is predominantly residential and comprises a number of two storey detached and semi-detached dwellings. The proposed area is traditional in terms of the architectural style and is suburban in character. Purley Downs Golf Course, the car parking and clubhouse, lie to the south-east of the site.

- The site has a Public Transport Accessibility Level (PTAL) of 0 which is considered to be very poor.
- The site is at high risk of surface water flooding.
- There are 2 protected trees on the site (covered by TPO 32, 1983).
- There are no specific local plan policy designations against the site.
- The site is immediately west of Metropolitan Open Land, a Site of Nature Conservation Importance and an Archaeological Priority Area.



Figure 2-Aerial view of site

Planning History

3.6 There are no relevant planning applications associated with the site.

3.7 21/02301/PRE - Demolition of existing dwelling, erection of 8 units comprising of 7x 3-bed and 1x 2-bed dwellinghouses with associated parking, cycle and refuse storage.

Site opposite (Red Gables, 2 Beech Avenue)

- 3.8 21/02056/FUL - Demolition of property on the site and erection of a part three/part four-storey building comprising 31 flats, widening of the existing access, provision of vehicular parking and hard and soft landscaping – Refused 22.10.2021 – appeal awaiting
- 3.9 21/06145/FUL - Demolition of existing building and erection of 3 buildings ranging in height from 3 to 4 storeys comprising 31 residential units plus 31 car parking spaces and associated landscaping – pending consideration

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.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will safeguard and seek to enhance the biodiversity of the site.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATIONS

- 5.1 The views of the planning service are set out below in material considerations

Place Services (Council's ecological advisor)

- 5.2 The ecologist recommends no objection subject to conditions securing biodiversity mitigation and enhancement measures. *[Officer Comment: the conditions are recommended to be attached to the planning permission].*

6.0 LOCAL REPRESENTATION

- 6.1 The application was initially publicised by letters of notification to neighbouring properties. A renotification of neighbours has been undertaken following the submission of amended plans. The number of representations received in response to the consultation are as follows.

No of individual responses: 45

Objecting: 41 Supporting: 3 Other representations: 1

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site	Acknowledged and addressed in paragraphs 8.7-8.19
Overbearing impact, out of character / not in keeping with the area / loss of garden	
<i>Neighbouring amenity impacts</i>	
Overlooking and privacy concerns	Acknowledged and addressed in paragraphs 8.27-8.36
Impact on daylight/sunlight/loss of light to neighbouring dwellings and gardens	
Noise	
<i>Parking and highways</i>	
Insufficient parking will lead to overspill parking on surrounding road	Acknowledged and addressed in paragraphs 8.44-8.54
Highway safety concerns at T junction	
Pollution	
<i>Other</i>	
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Impact due to construction traffic	Acknowledged and addressed in paragraph 8.51
Loss of building of good design	Acknowledged and addressed in paragraph 8.2-8.6
Surface water flooding	Acknowledged and addressed in paragraph 8.55-8.57
Inadequate refuse storage	Acknowledged and addressed in Paragraph 8.54
Impact on trees/wildlife/biodiversity	Acknowledged and addressed in Paragraph 8.37-8.43
Support	Officer comment
Good design and provides additional new homes	Acknowledged and addressed in Paragraph 8.2-8.6

6.3 Local Ward Councillor, Yvette Hopley, objected to the proposed development and referred the planning application to be considered by planning committee. The councillor raised the following concerns in relation to the proposed development:

- Inadequate car parking
- Refuse storage inadequate and unsightly
- Refuse collection concerns
- Inadequate natural light to some units

- Units do not meet M4(2) accessibility standards
- Unnecessarily undersized bedrooms

6.4 Sanderstead Residents Association objected to the proposed development, raising the following concerns in relation to the proposed development:

- Overly dominant car parking
- Rear dormers disproportionate and over bearing
- Noise and nuisance from car parking on adjacent properties
- Refuse storage inadequate and unsightly
- Refuse collection concerns
- Inadequate natural light to some units
- Units do not meet M4(2) accessibility standards
- Unnecessarily undersized bedrooms

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 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.

7.3 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

- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI5 Water infrastructure
- SI12 Flood risk management
- SI13 Sustainable drainage
- T3 Transport capacity, connectivity and safeguarding
- 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
- DM43 Sanderstead

Supplementary Planning Documents/Guidance:

- 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)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees, landscaping and ecology
- Access, parking and highway safety
- Flood risk, SuDS and energy efficiency
- Other matters

Principle of development

- 8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the Croydon Local Plan (2018) 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. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable, subject to the design and impact on the character of the area being acceptable, which is covered below.
- 8.3 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 and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide 3x 3-bedroom and 4x 4-bedroom homes so this strategic policy requirement is exceeded.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. This would see the replacement of a single-family dwelling house with a housing development that would increase the existing density, massing and footprint.
- 8.5 This approach optimises the development potential of the site, allows for a suitable layout and appreciation of the site context and allows for a considered response. Therefore, the principle of development in terms of land use is acceptable and would be supported in policy terms. The existing building is not protected in terms of its quality of design and character.
- 8.6 The proposed scheme on the site for 7 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing and layout

- 8.7 As can be seen from Figure 2 above, this portion of Purley Downs Road has a relatively inconsistent street frontage, with the Purley Downs Golf club car parking with clubhouse beyond, 102 Purley Downs Road at an angle on the junction with Whimbrel Close, 1 Beech Avenue opposite side-on to Purley Downs Road, 2 Beech Avenue an extensive tree lined frontage with buildings set deep within and the rear of the houses and gardens to Tindale Close beyond. The proposed dwellings to the front of the site would sit forward of the existing dwelling and of the neighbouring dwelling at no102. However, given the above context of a very varied street frontage, they would still respect the existing character of the streetscene in terms of their orientation and siting.
- 8.8 The height of the proposed dwellings fronting Purley Downs Road are considered to be acceptable and in line with the objectives of the Croydon Local Plan. Local Plan Policy DM10.1 states that new developments should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys, should respect the scale, height and massing of the surrounding area. The height of the front houses would be two full floors with accommodation in the roofspace (through rooflights at the front and dormer elements to the rear) therefore complying with the aims and objectives of the guidance. The dwellings to the rear of the site would be at a 1.2m lower land level and 2 storeys in height providing a built form that is subservient to the dwellings to the front, which is appropriate given their 'backland' siting.
- 8.9 With regards to the layout and siting of the proposed development, it is considered that the siting of the built form is acceptable. The proposals are set away from the neighbouring side boundaries maintaining a separation distance between the proposed dwellings and the existing neighbouring properties. In the context of a varied surrounding development pattern, from the rear of houses in Tindale Close fronting onto Purley Downs Road to the Whimbrel Close cul-de-sac, officers feel the form proposed is respectful and acceptable. Whilst it is noted that built form to the rear of the site within the existing garden is not a characteristic of the local area, given the surrounding context is so varied and the rear house are subordinate as policy requires, alongside the need for housing, this arrangement is appropriate.
- 8.10 A route is provided through the western side of the site frontage to facilitate vehicular and pedestrian access to the rear and a separate pedestrian access is proposed centrally within the site frontage. Each dwelling would benefit from private amenity space in the form of a designated rear garden.



Figure 3-Proposed Site Plan

- 8.11 The proposed semi-detached dwellings to the rear of the site would sit approximately 7m behind the front dwellings at an oblique angle and 25m from the street.
- 8.12 With regard to the landscaping the proposed layout has an appropriate mix of hard and soft landscaping. This allows for the required quantum of car parking to be provided on-site, whilst allowing meaningful soft landscaping in the form of lawn areas, hedging and trees.
- 8.13 Overall it is considered that the height, massing, scale and site layout of the proposed development would respect the character of this relatively mixed area, in line and consistent with the aims and objectives of Croydon Local Plan Policy DM10.

Detailed design

- 8.14 The design principles of the dwellings fronting Purley Downs Road have been drawn from the contextual character analysis to provide an asymmetrical roof form when viewed from the street. A projecting front gable feature is present on both pairs of semi-detached dwellings. This feature is considered to help break up the mass of the elevation and provides definition so that the dwellings appear comfortable as part of the wider street scene.



Figure 4-Elevations fronting Purley Downs Road

- 8.15 The proposed fenestration of the dwellings to the front of the site have taken a traditional approach in terms of their formation on the front elevation which would be in keeping with the traditional architectural styles of the existing dwellings within the local area.
- 8.16 The elevations of the two pairs of semi-detached dwellings are broken up through the use of different materials at the ground and upper floors. A traditional brick would be used on the ground floor of the dwellings and as wall hung tiles is a common feature found within the local area (apparent further down Purley Downs Road, in Whimbrel Close and further along Beech Avenue), it will be used on the upper floors of the development. A brown tile would be used for the roof of the dwelling. It is considered that the proposed material choice ensures that the development is sympathetic with the surrounding area in terms of the traditional style of architecture through the use of materials such as brown brick and tiles.
- 8.17 The proposal to the rear takes on a subordinate design approach to read as a back land development and to reduce its impact on the proposed and surrounding properties. With regards to the overall built form within the rear of the site, the design has sought to reduce the impact of the built form through the creation of a smaller detached dwelling and pair of semi-detached dwellings that are lower in height. It is worthy of note that officers have worked with the applicant to reduce the built form to the rear of the site, resulting in a reduction in units from originally submitted as 8 homes, to the 7 homes scheme under consideration. It is considered that this results in a less dominant elevation in terms of the built form to the rear and reduces its impact on the character of the wider area, albeit they are located 26m from Purley Downs Road.



Figure 5-Front elevations of dwellings to the rear of the site

8.18 The proposed materials for the rear of the development will complement those to the front to ensure that the development has a consistent language.

8.19 The approach is considered in keeping with the character of the street in terms of its detailed design.

Quality of accommodation and internal layout

8.20 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. London Plan 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. This is endorsed by Policy SP2.8 of the Croydon Local Plan. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.

Unit	Size (bedroom/ person)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Built in storage space (sqm)	Min. built in storage space (sqm)
1	4b/7p	128	121	142	8	4.1	3
2	4b/6p	120	112	40	7	5.2	3
3	4b/7p	128	121	27	8	4.1	3
4	4b/6p	120	112	27	7	5.2	3
5	3b/4p	84	84	53	6	2.9	2.5
6	3b/4p	84	84	135	6	2.9	2.5
7	3b/4p	125	84	255	6	6.22	2.5

8.21 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area. The proposed dwellings are arranged traditionally in terms of their layouts with living accommodation located on the ground floor and bedrooms/study rooms provided on the upper floors. Each property would be dual aspect, which will provide suitable cross ventilation, providing greater

flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development

- 8.22 Bedroom 2 within Houses 5 and 6, as well as bedroom 4 within Houses 1-4 would be secondary bedrooms served by rooflights only. Although this would result in relatively limited outlook for the occupiers of those bedrooms, on balance this is considered acceptable as they are not primary bedrooms and outlook from such rooms is less important than primary living areas such as living rooms/dining rooms and kitchens.

Amenity Space

- 8.23 Each dwelling has a minimum private amenity space of 27m² which is acceptable. There is no communal amenity space needed as all of the units are houses, each providing well in excess of the minimum private amenity space required which allows for playspace within individual gardens.

Accessible Dwellings

- 8.24 London Plan 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
- 8.25 Good design promotes quality of life for the occupants and users of buildings. In terms of accessibility, one of the homes (unit 7) would appear to be M4(3) compliant and all other units would be M4(2) compliant which is acceptable given the typology of the dwelling as a house. This would be secured by condition, with final approval subject to building control approval.

Fire

- 8.26 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*
- 8.27 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable for the scale of development. It indicates that fire appliances can be located within the site at the front of each property and on Purley Downs Road, further to this the properties benefit from extensive rear gardens and to the front that would offer easily accessible refuge for occupiers. The buildings been designed in such a way to minimise the spread of fire as outlined in the Fire Strategy Statement. The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered sufficient to fulfil the requirements of D12.
- 8.28 Overall the proposal is considered to result in a high-quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

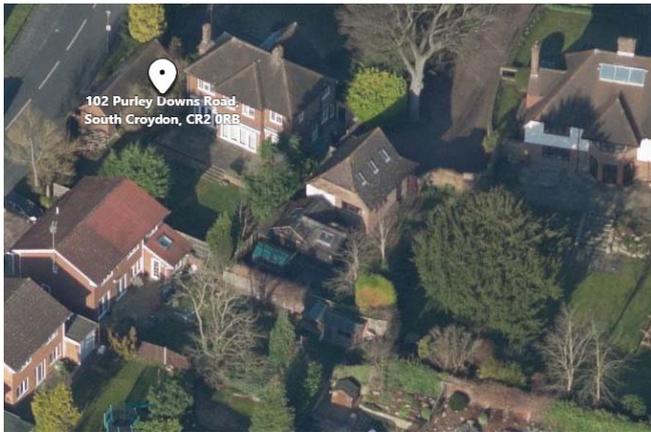
- 8.29 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.30 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, outlook, privacy and amenity. Officers have assessed the impact on directly affected neighbours on Purley Downs Road, Whimbrel Close and Beech Avenue. The properties with the potential to be most affected are the neighbouring properties at numbers 102 Purley Downs Road, 1 Whimbrel Close and 1 Beech Avenue.



Figure 6-Neighbouring Properties

102 Purley Downs Road and 1 Whimbrel Close

- 8.31 The proposed semi-detached building on the west side of the site is situated broadly in the location of the existing outbuildings (visible in Figure 2, above). Based on the submitted drawings, the proposal would marginally intersect the 45-degree line from no. 102 in plan when measured from the nearest ground floor neighbouring habitable room windows. No. 102 has two ground floor side windows and door serving a kitchen/dining room and two first floor side windows serving a bedroom and bathroom. However, this is considered acceptable given that this 45-degree line is already broken by the existing outbuildings.



Figures 7 and 8: Existing outbuildings on site and relationship to 102 Purley Downs Road and 1 Whimbrel Close (l) and plans showing proposed semi-detached house in relation to existing outbuildings (black dashed line) and 102 Purley Downs Road (r)

- 8.32 The semi-detached dwellings located on the west side would be situated around 8m from the existing dwellings at no1 at an oblique angle and would thus not impact on their rear habitable rooms in terms of overlooking. The separation distance to their rear amenity would be 5m and although there would be some overlooking of the garden from the rear windows, the part of the garden overlooked would not be the closest 10m to the rear elevation, which is the part that is given most protection by Policy DM10.6(c). Therefore, it is considered acceptable.
- 8.33 With regards to the proposed height of the semi-detached building on the western side and as noted previously, the built form is arranged over two-storeys with accommodation within the roof space. It is considered that the proposed height of the building would be acceptable and in accordance with local policy and would therefore have a limited impact on the outlook or the amenity of the neighbouring dwellings.
- 8.34 Overall the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties at 102 Purley Downs Road and 1 Whimbrel Close.

9-15 Whimbrel Close

- 8.35 Nos 9-15 Whimbrel Close are situated on the road which runs along the rear of the application site to the south and south-west. These dwellings would be set away from the proposed dwellings to the rear of the site by approximately 20m in distance. Due to the scale, size, subservient design and typology of the rear dwellings, in conjunction with the separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties along Whimbrel Close.

1 Beech Avenue

- 8.36 The dwelling opposite the site on Beech Avenue is situated on the road which adjoins Purley Downs Road at the front of the site. This dwelling would be set away from the proposed dwellings at the front of the site by approximately 40m in distance. Due to the scale and size of the dwellings, in conjunction with the

separation distance, it is considered that there will be minimal harm caused to the outlook and amenity of the neighbouring properties on Beech Avenue.

- 8.37 Purley Downs Golf Club car park is immediately to the east of the site. The development would not prejudice any development coming forward on that site in the future.
- 8.38 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful. Overall, it is considered that the proposal complies with the requirements of Policy DM10.6 of the Croydon Local Plan.

Trees, landscaping and ecology

- 8.39 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Policy G7 of the London Plan supports this position.
- 8.40 There are 2 protected trees on the site, marked as T7 and T13 on the Tree Constraints Plan. Two other protected trees are in close proximity to the site boundary, marked as T2 and T20. The site contains 2 category A trees, 2 category B trees, 3 category C trees, 3 category C groups and 1 category U tree. The adjoining site to the sides and rear contain 2 category A trees, 3 category B trees, 1 category B group, 2 category C trees and 2 category C groups in close proximity. 3 category C trees, 1 category U tree and category C small shrubs, Cherry Laurel and hedges will be removed from within the site. No other trees will be removed from within the site or surrounding the site.
- 8.41 The site provides an opportunity to plant a number of new trees as part of a comprehensive landscaping scheme. It is proposed to plant 18 trees and retain the existing 2 category A trees, 2 category B trees and 2 category C group trees within the site, with various shrubs introduced to the site as part of the landscaping proposals. A tree protection plan has been submitted as part of the application and the mitigation and protection measures are considered appropriate in relation to minimising the harm to the health of the existing trees within the site and surrounding the site. The tree officer raises no objection. A condition has been recommended that the development is carried out in accordance with this plan.
- 8.42 It is considered that the landscaping proposals would positively contribute to the suburban character of the surrounding area. Overall, the proposed landscaping proposals are considered to provide a development that softens the proposed hardstanding to the rear of the site whilst also seeking to enhance the biodiversity of the site.



Figure 9-Proposed Landscaping Plan

8.43 Further details on landscaping will be required by condition for the proposal to be considered to comply with Local Plan policy DM10.8. The submitted tree protection plan will be conditioned.

Ecology

8.44 The information within the Preliminary Roost Assessment and Preliminary Ecological Appraisal Survey Report and Phase 2 Bat Emergence/Re-entry Survey Report give sufficient information to determine the application. One common pipistrelle was observed emerging from two different locations on the main dwelling and one common pipistrelle was recorded emerging from under a tile on the eastern extension roof. The proposed demolition will directly impact on the identified common pipistrelle roost present in the roof of the dwelling. The Council's ecologist has raised no objection to the development subject to a condition requiring a copy of licence issued by Natural England that authorises the specified development to go ahead, being submitted prior to any works taking place. The submitted documentation gives an indication of how biodiversity net gain can be achieved on site, through for example lifted access tiles for bats to be incorporated within the new roof structure and bird boxes on nearby trees.

8.45 Officers are satisfied that the information provided now gives certainty of the likely impacts on protected and priority species and habitats, with appropriate mitigation measures secured. Subject to the recommended conditions the development is considered acceptable in terms of mitigating the impact to wildlife and seeking to achieve biodiversity net gain.

Access, parking and highway safety

8.46 The site has a Public Transport Accessibility Level (PTAL) of 0 which indicates extremely poor access to public transport. The site is approximately 250m away from bus stops located on Purley Downs Road. The London Plan requires *up to* 1.5 spaces per dwelling for outer London location with a PTAL of 0, equating to 10.5 spaces.

Access arrangements and car parking

8.47 The existing and proposed access to the site would be from Purley Downs Road. The vehicular access will use the existing crossover to facilitate vehicle access to the 11 car parking spaces within the site. Swept path assessments have been undertaken using 4.8m long cars.

8.48 The scheme proposes 11 on-site car parking spaces, equating to (just over) 1.5 parking spaces per dwellinghouse. Officers acknowledge this is strictly over the policy maximum, but half a space cannot be provided and given the PTAL is the lowest it can be and the fact there is sufficient space within the site to accommodate it, officers consider this on balance appropriate. The proposed car parking provision is considered acceptable for the proportion of family units without leading to a significant overspill of parking on to the public highway.

8.49 Representations have raised concern over inadequate provision of parking spaces for 7 family dwellings, however as stated above the maximum London Plan requirements are actually exceeded by 0.5 spaces.

8.50 Given the constraints of the site the parking arrangements are acceptable in this instance. Although the 1.2m wide hatched strip that is required behind the blue badge bay will be in front of bay 6, this bay is wider because of its proximity to hedging and given the constraints of the site is considered acceptable. A condition has been recommended that requires the submission of details relating to the visibility splays onto Purley Downs Road which, given the location of the vehicle access crossover allows land for visibility splays either side which is under the applicants control. The appropriate pedestrian and vehicular sightlines are shown on the site plan in terms of leaving the site onto Purley Downs Road.

8.51 Concerns have been raised from Strategic Transport regarding the longitudinal parking space that sits behind the footpath and adjacent to the refuse store. However, officers have given weight to the fact that the pedestrian route is a shared surface and pedestrians will have good visibility of the parking space. Within the site, sightlines have not been shown from the bays to the front where there is potential for some conflict with vehicles entering and exiting the site. Given the length of the access road, it is unlikely that vehicles will be travelling at speed within the site. Bushes and boundary treatments can be kept to a maximum height of 0.6m in this location to help with visibility. A maximum gradient of 1:12 has been indicated in front of parking space 9 to the front of the site and in front of parking bays 3 and 4 at the rear. This gradient is considered acceptable.

8.52 A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan, with the remainder passive.

- 8.53 A draft Construction Logistics Plan has been submitted however further information is required that would be required by pre-commencement condition.
- 8.54 A financial contribution of £10,500 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units.

Cycle parking

- 8.55 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 14 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor parking. Cycle parking has been located to the side/rear gardens of the dwellings and given that the application is for single family dwelling houses, this arrangement is considered acceptable.

Refuse / Recycling Facilities

- 8.56 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. Given the size constraints of the site it will not be possible for the refuse vehicle to enter the site therefore it will be collected from the public highway on Purley Downs Road. Each dwelling would have an individual refuse store within their side/rear garden. Units 1, 2 and 3 will take their refuse to a collection point at the front of the site for collection. Units 4, 5, 6 and 7 will take their refuse to a collection point at the side of the access road for collection. Although the drag distance for unit 7 would be approximately 35m if following the pedestrian route, which is greater than the recommended 30m, the drag distance across the car park would be less than 30m. The bulky waste storage has also been provided at this collection point and is acceptable. Further details of the refuse stores will be requested as part of a condition.

Flood risk, SuDS and energy efficiency

- 8.57 The site is within flood zone 1 and is at high risk of surface water flooding. A flood risk assessment has been submitted with the application which commits to the use of SUDs across the site in the form of permeable paving and suitable attenuation as close to source as possible such that greenfield run off rates can be achieved. The car park is to be surfaced with permeable paving. The permeable paving system has been modelled to accommodate surface water runoff from hard standing areas in up to the 1 in 100 years plus 40% climate change event. The calculations confirm that the car parking area could feasibly accommodate the required volume of runoff.
- 8.58 A condition requiring details of a Surface Water Drainage Strategy has been recommended and should be submitted to comply with Local Plan policy DM25 and London Plan policy S113.
- 8.59 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which

requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Other matters

8.60 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

Conclusion

8.61 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard with good quality landscaping. Subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainability and ecological matters.

8.62 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).