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London Borough Croydon

**CROYDON**  
**COUNCIL**

Scale 1: 1250



**PART 6: Planning Applications for Decision**

**Item 6.1**

**1 SUMMARY OF APPLICATION DETAILS AX10+15-53-101**

Ref: [17/04306/FUL](#) (Link to associated documents on Planning Register)  
 Location: 51 Selcroft Road, Purley, CR8 1AJ  
 Ward: Purley  
 Description: Demolition of existing building and erection of a two-storey building including accommodation within the main roof slope and creation of basement level to form 7 flats (2 x 1 bedroom, 4 x 2 bedroom and 1 x 3 bedroom) provision of 7 parking spaces, refuse storage and cycle stores.  
 Drawing Nos: 12-P-03/H, 12-P-04/D, 12-P-05/D, 12-P-06/E, 12-P-07F, 12-P-8/E, 12-P-10/B, 12-P-11, 12-P-12  
 Applicant: Matthew Corcoran  
 Agent: Stirling Rose  
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
<b>Houses</b>	0	0	0	0
<b>Flats</b>	2	4	1	0
<b>Totals</b>	2	4	1	0

Type of floorspace	Amount proposed	Amount retained	Amount lost
Residential	568Sq.m	0 Sq m	134Sq m
<b>Number of car parking spaces</b>		<b>Number of cycle parking spaces</b>	
6		9	

1.1 This application is being reported to Planning Committee because it has been referred because Councillor Simon Brew and the Purley and Woodcote Residents Association have made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold in the Committee Consideration Criteria have been received

**2 RECOMMENDATION**

- 2.1 That the Planning Committee be resolved to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions [and informatives] to secure the following matters:

**Conditions**

- 1) Built in accordance with approved plans
- 2) Materials to be submitted for approval

- 3) No additional windows to be inserted in either of the flank elevations other than as specified
- 4) Details to be provided:-
  - a) Finished floor levels (including forecourt levels)
  - b) Hard and soft landscaping – including species / size and permeable surfaces
  - c) Boundary treatment – including, side access gates, private amenity space, lightwell enclosures
  - d) Vehicle site lines along Selcroft Road
- 5) Refuse storage requirements
- 6) Cycle storage requirement
- 7) Electric vehicle charging points
- 8) Details of roof lights
- 9) Demolition and construction method statement
- 10) 19% reduction in carbon emissions
- 11) 110 litre water consumption target
- 12) Tree protection measures
- 13) Sustainable drainage/run off rates/surface water measures (incorporating SUDs and permeable paving within forecourt),
- 14) Parking to be provided before the buildings are occupied
- 15) Commence within 3 Years

Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

### **Informative**

- 1) CIL - granted
- 3) Code of Practice regarding small construction sites
- 3) Highways works to be made at developer's expense

Any [other] informative(s) considered necessary by the Director of Planning

- 2.3 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.

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The proposal would involve the demolition of the existing detached bungalow (with existing rooms in the roof space) and construction of a part two, part single storey building which would also incorporate a basement plus a further floor of accommodation within the main hipped roof slope, to provide a total of 7 flats. The proposed 7 flats would comprise of 2x1 bedroom flats (51-52 sq.m floorspace) 4x2 bedroom flats (between 61-74 sq.m floorspace) and 1x3 bedroom flat (107 sq.m of internal floorspace) .
- 3.2 The proposal would occupy the footprint of the current building and would have the following dimensions:
  - A maximum of height 9.3m (5.3m high at eaves), 13m wide and maximum depth of 19m.

- 3.3 The proposed building would be constructed of the following materials:- soft facing stock brickwork at the base of the building; render finish to upper half; roof tiles; stone band course, cills and lintels; white fascia and soffits; stone plinth capping; timber frame windows and doors; glass balustrade.
- 3.4 The proposal would include parking for 6 cars (including an electrical charging point) using existing single vehicle access off Selcroft Road, storage provision for 9 cycles and refuse store within the front garden.
- 3.5 The proposal would include extensive landscaping with 8 new trees added to the site; new grass beds at front of building, private garden areas to the 3 flats located at ground floor level and communal garden areas (approximately 220 sq.m). In addition there would be hard landscaping and concrete paving to vehicle and pedestrian routes, new boundary treatment with a variety of tree/shrub planting in and surrounding the site boundary.

#### Amendments:

- The proposed drawings have been amended to reorganise the internal layout at ground floor level; replace previous dormers to the rear with rooflights; introduce a side chimney; introduce pitch roof design to rear bay and single storey extension; screening to front and rear lightwells; parking to be concealed behind front boundary hedging; planting along neighbouring boundaries; planting enclosure to refuse areas; reduce height from 9.8m to 9.3m at ridge level (by lowering the base further into the site).
  - The proposed drawings now includes a through section of the building to demonstrate that the rooms within the roof space would have reasonable light and outlook from the bedroom velux windows.
- 3.6 Local residents were advised of these further amendments and any further comments received will be reported orally at Planning Committee.

#### **Site and Surroundings**

- 3.6 The application relates to a detached bungalow with additional accommodation in the roof and single storey conservatory extension located on the east side of Selcroft Road. The surrounding properties consist of single and two storey detached and semi-detached properties with hipped roof forms set back 12m from the road. The existing building has the following dimensions:-
- 5.7m high (2.7 to 2.8m at eaves), 12.7m wide, 17m deep with separate garage.
- 3.7 The surrounding area is residential in character with similar hipped roof forms and construction. To the south of the application site adjoins a single storey detached bungalow (49a Selcroft Road). To the north is a part single /two storey detached house (53 Selcroft Road). To the east are rear gardens to two-storey detached houses in Purley Hill (1-7 Purley Hill). Opposite to the west are two storey detached properties along Selcroft Road
- 3.8 The site is located within an area of Surface Water Flood Risk (1:1000yr). There are no protected trees identified within the site and no other designations for the site identified on the Croydon Local Plan Policies map.

## **Planning History**

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

03/00273/P: Planning permission granted for erection of detached garage and alterations to vehicle access.

97/00824/P. Planning permission granted for erection of conservatory.

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

- 4.1 The principle of replacing the existing building with the form of a large detached house, replicating similar features to that of surrounding properties is considered to be acceptable.
- 4.2 The proposed new building would preserve the character of the area and would not have a harmful affect upon the appearance of the street scene along Selcroft Road.
- 4.3 The proposed new building would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable living environment for the future occupiers.
- 4.4 The development would provide an appropriate level of parking for the proposed development, encourage sustainable modes of transport other than the car, incorporate safe and secure vehicle access to and from the site and would have an acceptable impact on the highways network.
- 4.5 The development would incorporate sustainability requirements and incorporate sustainability technics as part of the overall drainage strategy.

## **5 CONSULTATION RESPONSE**

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 The following were consulted regarding the application:

## **6 LOCAL REPRESENTATION**

6.1 The application has been publicised by way of neighbour letters. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 47      Objecting: 46      Supporting: 1

No of petitions received: 0

6.2 Representations have been made from the following local groups/societies objecting the proposal::

Purley and Woodcote Residents Association.

- Do not object to the principle of replacing a bungalow by a two storey detached house similar to those on either side. Do however object to the proposal to build it

as flats. That would be totally out of character for this particular road and replacing what is an outstanding attractive front garden by a car park for such a large number of flats would be very damaging to the street scene.

6.3 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:

<b>Summary of objections</b>	<b>Response</b>
<i>Principle of development</i>	
With exception of 41 Selcroft Road, with four flats, Selcroft Road is characterised as single mixed dwelling from bungalows to large single family properties; destruction of perfectly good housing stock; under NPPF inappropriate development; loss of garden being excavated and rest used as car park.	The introduction of alternative residential accommodation on this site is considered acceptable in principle subject to design, density, amenity and transportation considerations. Refer to paragraphs 8.2-8.5 of this report.
<i>Scale and massing</i>	
Overdevelopment; a 13 bedroom block of 7 flats over 4 floors will present an oppressive and overbearing structure on the road; disproportionately large in relation to other properties in area; building would not be lower than no.49a Selcroft Road; compromise the appearance and integrity of the area; substantial excavation; access and overall effects; fail to account for gradient; massing detail extends deep into rear garden beyond rear building line; steal rear garden; inclusion of chimney add to scale bulk and mass; set precedent for further intrusive overdevelopment; not in line with Boroughs character appraisal; ruin character of the road;	Officers consider that the proposal in terms of scale and massing creates an acceptable transition in scale between the application site and the surrounding buildings. Refer to paragraph 8.6-8.18 of this report.
<i>Appearance</i>	
Obtrusive, roof dwellings, basements and courtyards not in keeping with streetscape and area; would not respect or enhance natural environment; damage visual impact on residential road; result in	Officers consider that the proposal in terms of external appearance would be acceptable. Refer to paragraph 8.13-8.16 of this report

<p>overbearing visual intrusion with removal of front garden; more landscaping to the front is required; long extension considerable push into rear garden; lack of green space ; loss of trees and rear garden; no details of materials; parking materially harming appearance; replacement of dormers in roof with rooflights step in right direction still too many windows;</p>	
<p><i>Density</i></p>	
<p>The proposal would result in an overdevelopment of the site with present house providing occupancy of approx. 2 people the proposal likely to provide 20 people; leading to unacceptable intensification in area with PTAL 0 proposal would lead to strain on current schools; hospitals and doctors; new plans have not taken into consideration points raised</p>	<p>Maximise the potential site with suitable scaled buildings limited physical impact. Refer to paragraph 8.17 of this report.</p>
<p><i>Daylight and sunlight</i></p>	
<p>Overshadowing; excessive light pollution; decrease light; no sunlight and daylight report provided; no detail as to sun impact on neighbouring properties;</p>	<p>Officers consider that due to the position and height of the building the resultant levels of daylight/sunlight are acceptable within an urban setting. Refer to section 8.19-8.23 of this report.</p>
<p><i>Outlook</i></p>	
<p>49 Selcroft Road has no rear windows on its rear elevation; proposal would result in higher concentration of windows; a loss of privacy; unable to maintain views; additional floor leads to substantial overlooking into neighbouring bedrooms and main living room areas, private gardens and properties and significant loss of privacy including 1 to 7 Purley Hill;</p>	<p>Officers consider that the proposal will have some impact on neighbour's outlook but this is considered to be acceptable. There is no right to a protection of view under planning. Refer to paragraph 8.19-8.23 of this report.</p>
<p><i>Noise</i></p>	
<p>Increase in noise and disturbance, through additional windows construction</p>	<p>Officers consider that the introduction of residential use in the residential area would not lead to an unacceptable level of noise and</p>

	disturbance. Refer to paragraph 8.23 of this report.
<i>Standard of accommodation</i>	
Minimal recreational space is provided; cramped accommodation Lack of private open space and inadequate amenity provision for 13 people.	Officers consider the proposal would provide a reasonable level of private and communal amenity provision in line with London Plan standards. Refer to paragraph 8.25- 8.26 of this report.
<i>Waste</i>	
Plans show 7 bins but no recycle boxes; on day of refuse collection bins and recycling will block pavement; no visible screening to bins	The applicant plans includes refuse storage provision. Refer to paragraph 8.33 of this report.
<i>Transport</i>	
PTAL 0 unsuitable for density proposed; Concern over more cars, traffic and congestion in the area and pressure for on street parking; No provision for storage of cycles; concentration provision of 6 cars leads to dangers on road as the site is located up a hill, metres from a blind bend and a busy junction; restrictive visibility; no turning within site for cars; doubtful 6 bays will fit; no visitor parking; excess parking will spill on to road; need for electric charging points;	Officers consider the level of on-site parking and bicycle provision to be appropriate and that detailed planning conditions would secure suitable and safe vehicle movement to and from the site. Refer to paragraph 8.229--8.28 of this report.
<i>Construction</i>	
Extent of building works in the area will lead to increase noise, disruption; impact on residents who are elderly in terms of health safety and wellbeing	Disruption during build will be minimised through an approved Construction Management Plan. Refer to paragraph 8.31 of this report.
<i>Sustainable issues</i>	
No details of how front approach would allow absorption of rainwater; substantial additional storming in an area with flooding; inclusion of chimney add to pollution problems	A detail informative would ensure that the development would incorporate sustainable requirements and the Council Code of Practice of the control of pollution. Refer to paragraph 8.23 and 8.32 of this report.
<i>Loss of Wildlife and Trees</i>	
The proposal would result in loss of wildlife; impact on habitats; excavation impact on trees boarding the property.	Officers consider that suitable condition to ensure details of trees protection measures are submitted should safeguard neighbouring trees. See paragraph 8.16

<i>Non material issues</i>	
Devalue property prices in the area. Character would start going into flat land with roads clogged with parking; greed of developers; speculative and unrealistic; financial gain not to enhance environment or aesthetic impact; excavation will affect foundations; concern over pre-app process and notification process of application	Not a material planning consideration

6.4 Councillor Simon Brew has made the following representations:

- There are many factual flaws in the documentation, and they can't even spell PURLEY correctly.
- This wide peaceful residential road currently has no flatted developments in its entire length, and it would set an extremely unfortunate precedent if one were to be permitted on this site.
- This application will destroy the attractive front garden which is very similar to those of most of its neighbours.
- The documentation completely ignores the fact there are extremely steep hills at both ends of the road, thus making cycling virtually impossible for all but Olympic challengers.
- I note that PTAL rating is not stated; I imagine that it's no better than 1B? It should be stated in the documentation.
- Para 2.4 of the Design & Access statement is factually incorrect and totally misleading about what public transport is or is not readily accessible from this site. There's no mention of the bus along Downs Court Rd, and I challenge anyone to commute to Sutton by public transport from this address; it would take at least one hour even though it's only 6.4 miles.
- Paras 10.1 & 10.2 are untrue.

## 7 RELEVANT PLANNING POLICIES AND GUIDANCE

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 Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Achieving sustainable development (Chap 1)
- Promoting sustainable transport (Chap 9)
- Delivering a wide choice of high quality homes (Chap 6)
- Requiring good design (Chap 7)
- Meeting the challenge of climate change, flooding and coastal change (Chap10).
- Conserving and enhancing the natural environment (Chap 11)

The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide
- 5.3 Sustainable design
- 5.12 Flood risk management
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architect

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP2 Homes
- SP2.2 Quantities and locations
- SP2.5 Mix of homes by size
- SP2.6 Quality and standards
- SP4.1 Urban design and local character
- SP6.1 Environment and Climate Change
- SP6.2 Energy and carbon dioxide reduction
- SP6.6 Sustainable design and construction
- SP4.2 Flooding
- SP6.6 Waste management
- SP8.1 Transport and communication
- SP8.6 Sustainable travel choice
- SP8.15 Parking

Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP)

:

- (UD1) High Quality and Sustainable Design
- (UD2) Layout and Siting of New Development
- (UD3) Scale and Design of New Buildings
- (UD7) Inclusive Design

- (UD8) Protecting Residential Amenity
- (UD13) Parking Design and Layout
- (UD14) Landscape Design
- (UD15) Refuse and Recycling Storage
- (EP5-EP7) Water – Flooding, Drainage and Conservation
- (T2) Traffic Generation from Development
- (T3) Pedestrians
- (T4) Cycling
- (T8 and T9) Parking
- (T11) Road Safety
- (H2) Supply of new housing
- (UD9 and H10) Residential Density

Supplementary Planning Guidance as follows:

- National Technical Standards

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Housing/Affordable Housing/Mix/Tenures
3. Housing Quality/Daylight & Sunlight for future occupiers
4. Townscape and visual impact and consideration of density
5. Residential Amenity Issues
6. Transport
7. Sustainability
8. Waste
9. Flooding

### **Principle of Development**

- 8.2 The application site comprises of a bungalow building with accommodation in the roof space, which has previously been extended at ground floor level. The proposal includes a replacement two-storey structure with rooms in the roof and basement.
- 8.3 Neighbours have identified that only one other property at (41 Selcroft Road) has been divided into flats and that the characteristic of the Selcroft Road would change from bungalows and large single family properties to blocks of flats which would result in the loss of attractive family housing stock. Notwithstanding these views, the principle involving the removal of the bungalow to be replaced with a larger sized building whilst retaining common characteristics in terms of building form and appearance, has already been established across several sites within the Borough. This approach would maximise the potential of the site whilst retaining the general residential use/character of the area. A replacement family unit would be provided as part of the proposed development.
- 8.4 It is therefore considered that subject to consideration of the other relevant material planning considerations, the principle of the redevelopment and specifically the

introduction of flatted accommodation would be acceptable – helping to deliver on the required housing targets.

### **Housing Mix**

The proposed development would provide a combination of 2 one bedroom flats 4 two bedroom flats and a three bedroom flat. CLP1 Policy SP2.5 sets out an aspiration for 60% of all new homes outside the Croydon Opportunity Area to have three or more bedrooms and setting a preferred mix on individual sites through the CLP detailed policies and proposals. Whilst, in policy terms, the proposed mix would be below this target, the proposal would still provide a range of housing, including a family sized flat (suitably sized for 6 persons).

### **Housing Quality/Daylight and sunlight for future occupiers**

- 8.5 All seven flats would accord with the Mayoral Guidelines housing standards in terms of floor space requirements. Each of flats would have more than one form of outlook and should receive good levels of sunlight and daylight. Whilst it is acknowledged that the 1 bedroom flat in the roof space would be only served by rooflights, the applicant has demonstrated through section drawings that the proposed rooms at this level would enjoy some outlook which is considered acceptable on balance.
- 8.6 Three of the four flats at basement and ground floor level will each have private garden space which would be supplemented by access to the large rear communal garden. The large communal garden would also serve the three top floor flats which would be accessed from the front down the side pathway along the left of the building. The combination of the private areas and communal garden would be in excess of Mayoral minimum guidelines. The proposal would include extensive landscaping and planting including pedestrian route along the left of the building new trees/shrubs, the details of which would be secured by condition.

### **Townscape and Visual Impact and Density**

- 8.7 In general townscape terms the surrounding area is residential in character. The surrounding residential properties comprise detached and semi-detached dwelling houses of various heights and depths, set back from the main road and within large garden plots. Selcroft Road is characterised by a noticeable fall in land level, sloping from south to north.
- 8.8 The demolition of the existing bungalow and garage does not give rise to any concerns in design terms.
- 8.9 The proposed building would be located between two neighbouring sites. To the south of the application site lies the neighbouring property at 49 Selcroft Road which is a bungalow with accommodation within the roof slope and lies at an angle to the neighbouring properties at an elevated level (between 2.5-3.5m). To the north of the application site lies 53 Selcroft Road which is a part single/two storey detached house at a slightly lower level than the application property, with a difference in land levels (of between 0.3 to 0.4m).
- 8.10 The excavation of the site area would mean that the proposed building would have a maximum height of 9.3m (5.3m at eaves level) and would be 3.6m higher than the present bungalow. Although the proposal would introduce a building of larger mass it would for most part occupy the same footprint as the existing bungalow. The

difference in land levels (ranging between 2.3 -3.2m) between 49a and 53 Selcroft Road and the height of this neighbouring property would mean that the proposed development would be of comparable height with these neighbouring properties although slightly higher than neighbouring property at 53 Selcroft Road. Similarly, whilst certain elements of the proposed building would project beyond the rear building line of the neighbouring properties, the rear parts of the proposed building would be set in from the boundaries and would not be overly dominant (in terms of scale, mass and appearance)

- 8.11 Whilst the additional height and floorspace would increase the overall bulk massing of development, the position of the building would ensure that suitable separation would be maintained between neighbouring properties. The applicant has provided contextual elevations to demonstrate that the proposal would be of a suitable massing and scale when viewed from Selcroft Road and from neighbouring rear properties. The proposed excavated area would be partially visible from the front while to the rear, the basement level would only be visible from elevated positions of neighbouring properties.
- 8.12 The proposed building would have pitch roof design with bay window features and would include many of the design characteristics found along similar properties within the immediate area. The proposal has been amended to include roof lights instead of dormers within the main roof to maintain the sloping roof form and pitch roofs. The inclusion of chimney; appropriately sized windows and screening at basement level would give the overall appearance of a large detached house and would appear similar in character to other nearby properties. Details of materials and finishes would be controlled by condition. Overall the building is considered to be acceptable from a design and appearance point of view.
- 8.13 The new building would be set back 12m into the site with parking, refuse and bicycle storage forming the entrance approach off Selcroft Road. A number of objections have raised concern over the loss of the attractive garden and the extent of development to the rear. The removal of the existing garage and the proposed excavation would create a new level of vehicle entry and pedestrian approach to the site. The new approach would change the appearance to the front of the building. However the applicant has proposed that the front landscaped be designed to include hedging, planting and front boundary treatment around the perimeter of the site to soften the development at this point. Details of the landscaping including permeability of surface coverings and safety measure to the front light-well would be controlled by planning condition, to ensure that there is appropriate treatment and suitable softening to this area. Similar landscaping is proposed to the rear of the site.
- 8.14 Overall the proposed development would maintain the spatial relationship between the site and its surrounding context with the immediate neighbouring properties. The proposed building would provide a front private entrance and garden introducing defensible space adjacent to the public pavement which would respond positively both visually and physically to the local context making a positive approach to the street scene.
- 8.15 The proposal would retain a sizeable garden area to the rear of this building. At least 75% of the existing garden minus the rear lightwell areas at basement level would be retained as part of the proposal with the proposed development set significantly away from neighbouring trees so as to not cause concern. Due to changing levels at the rear of this site the proposal would include new shrubs and natural planting adjacent

to the rear boundary edge to protect privacy for potential users while securing natural cover along neighbouring boundaries.

- 8.16 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 0. With a site area of 0.1 ha, the proposed density would be 70 units/ha 200 habitable rooms/ha. Table 3.2 of the London Plan sets a density range of u/ha and hr/ha if between 50-75u/ha and 150-200hr/ha. The proposal would be within this density range and the London Plan advises that density ranges should not be applied mechanistically. The range for a particular location is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that in view of the sites location, design, transport capacity and parking provision the density range is justified. The proposal would therefore accord with London Plan requirements in promoting housing.

### **Residential Amenity Issues**

- 8.17 The proposal would not result in undue loss of daylight or sunlight for occupiers of 49a and 53 Selcroft Road. A single obscured glazed window at first floor level is proposed to be included within the side elevation (facing towards 49a Selcroft Road) but should not result in overlooking or loss of privacy for this neighbour. Whilst the proposal would be larger than the present building when viewed from the rear garden of 49a Selcroft Road, the additional massing would not be unduly dominant and the hipped roof form would reduce its overall visual impact. Whilst the proposal would increase the number of windows to the rear, the rear garden of 49a Selcroft Road is already currently overlooked from the first floor windows of the existing property.
- 8.18 The proposal would extend beyond the main building of 53 Selcroft Road and would bring the building closer towards this neighbour. However, adequate separation distances would prevail – especially in view of the existing boundary treatments and the reinforcement of planting along this neighbouring boundary. The windows contained within the flank elevation of 53 Selcroft Road are either secondary windows of windows to non-habitable rooms. The occupiers of 53 Selcroft Road have confirmed that they consider the landscaping and design to be aesthetically pleasing and that the proposal would respect privacy. A condition restricting the first floor level side windows towards 53 Selcroft Road to be in obscured glazing should protect neighbours privacy.
- 8.19 The proposed development would be between 35m and 40m from the rear elevations of properties in Purley Hill (1 and 3 Purley Hill). The rear gardens of these properties fall significantly towards the north. The change in levels mean that the proposed building would only be readily visible from the first floor levels of properties in Purley Hill and at a considerable distance away. Given such significant separation the proposal would not have a dominant or overbearing impact for these occupiers. Furthermore, the existing bungalow already overlooks these rear gardens. The proposed development would introduce more windows at the first floor but at a similar height level as the existing bungalow windows. The inclusion of velux roof lights within the roof would be angled. The applicants have proposed similar hedging to that along 53 Selcroft Road to provide natural screening of the site boundary with 1 Purley Hill which would help screen the top floor level of the proposed building and provide additional privacy to the rear garden with this neighbour.

8.20 The proposed development would be between 37m to 45m from opposing properties (67 Oakwood Avenue and 56 Selcroft Road) opposite towards the east. The proposal would not result in undue loss of light, outlook or privacy. In view of the residential setting, it is not considered that the proposal would result in undue loss of amenity in terms of noise disturbance. It is acknowledged that there will be increased activity to the site and some noise and disturbance during the construction process, with pollution also a concern expressed by neighbours. However, any construction nuisance would be temporary in nature. A planning informative is recommended to advise the applicant to follow the Councils "Code of Practice on the Control of Noise and Pollution from Construction Sites".

### **Transport**

8.21 The site is located within an area of PTAL 0 which is the lowest rating. Neighbours have raised concern over potential visitor parking, the lack of parking provided for the development and the impact of vehicle access in relation to safety issues due to the proximity of the nearby bend when approaching the site from the south. The London Plan allows for greater flexibility for increased car ownership in parts of Outer London with low PTALs, this needs to be balanced against the impact of increased site coverage by hard surfacing and the need for communal amenity space and quality landscaping.

8.22 Selcroft Road is predominantly characterised by off street parking with minimum on street parking along a generally wide road network. The proposed development would include a parking area at the front of the site for 6 cars. The proposed development would lead to some intensification of use of the site access and the applicant has demonstrated that vehicles will be able to safely access the site and reverse within the front approach in order to leave in forward gear. There is also some capacity for on street car parking in and around Selcroft Road. Due to the proximity of the bend details of the swept path analysis and site lines would be controlled by condition to ensure that there is suitable vehicle access and egress. Visitor parking is not considered to be an issue with significant gaps possible along the road. The proposal would also provide 9 cycle spaces in line with Council requirements for cycle provision and encouraging sustainable modes of transport the details of which are to be conditioned.

8.23 The proposed level of parking and cycle provision is considered to be acceptable as are the layout arrangements in view of the sites requirements.

8.24 The applicant is to meet the cost of any new access improvements associated with the development. Furthermore the introduction of visibility splays would ensure that vehicles leaving the site in forward gear.

### **Sustainability**

8.25 The development would need to achieve a reduction in carbon dioxide emissions of 19% beyond the 2013 Building Regulations and demonstrate how the development will achieve a water use target of 110 litres per head per.

### **Waste**

8.26 The proposed plans indicate the location for the waste storage facilities in an appropriate enclosure within a reasonable distance for collection. It is considered that

the proposed bin storage is acceptable. In order to ensure that a suitable level of bin provision is provide a condition requiring details of this space should ensure that the proposal is in line with policy requirements.

**Flooding:**

- 8.27 The property has been identified as being located within an area subject to surface water flooding (1 in 1000yrs). The proposed development would therefore need to ensure that suitable SUDS measures are introduced to safeguard against potential flooding. The details of such measures would be controlled subject to condition in order to ensure that the proposal complies with the principles of the NPPF in meeting flooding requirements; London Plan policy 5.12 flood risk management; CLP1 policy SP4.2 flooding and UDP Policies EP5-EP7 flooding/drainage and conservation.

**Conclusions**

- 8.28 The recommendation is to grant planning permission.
- 8.29 All other relevant policies and considerations, including equalities, have been taken into account.