

# Planning Committee Agenda



To: Councillor Chris Clark (Chair)  
Councillor Paul Scott (Vice-Chair)  
Councillors Toni Letts, Muhammad Ali, Sherwan Chowdhury, Joy Prince,  
Jason Perry, Scott Roche, Ian Parker and Gareth Streeter

Reserve Members: Felicity Flynn, Bernadette Khan, Clive Fraser, Leila Ben-Hassel, Helen Redfern, Michael Neal, Badsha Quadir, Jan Buttinger,  
Andrew Pelling and Caragh Skipper

Any additional Members as appointed at Annual Council

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 9 July 2020** at **6.00pm**. This meeting will be held remotely. Members of the Committee will be sent a link to remotely attend the meeting in due course.

**PLEASE NOTE:** Members of the public are welcome to remotely attend this meeting via the following web link: <http://webcasting.croydon.gov.uk/meetings/10310>

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[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Wednesday, 1 July 2020

If you would like to record the meeting, we ask that you read the guidance on the recording of public meetings [here](#) before attending.

To register a request to speak, please either e-mail [Democratic.Services@croydon.gov.uk](mailto:Democratic.Services@croydon.gov.uk) or phone the number above by 4pm on the Tuesday before the meeting.

The agenda papers for all Council meetings are available on the Council website [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

If you require any assistance, please contact Michelle Ossei-Gerning 020 8726 6000 x84246 as detailed above.

## **AGENDA – PART A**

### **1. Apologies for absence**

To receive any apologies for absence from any members of the Committee.

### **2. Disclosure of Interest**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

### **3. Urgent Business (if any)**

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

### **4. Development presentations (Pages 7 - 8)**

To receive the following presentations on a proposed development:

There are none.

### **5. Planning applications for decision (Pages 9 - 12)**

To consider the accompanying reports by the Director of Planning & Strategic Transport:

#### **5.1 20/01303/FUL 19 Downsview Road, Upper Norwood, London, SE19 3XD (Pages 13 - 34)**

Demolition of existing dwelling and garage, erection of two storey building (with lower ground and roof space accommodation) comprising 9 flats with associated parking, amenity space and waste and cycle

stores.

Ward: Crystal Palace and Upper Norwood.

Recommendation: Grant permission

**5.2 19/04478/FUL 4 More Close, Purley, CR8 2JN**  
(Pages 35 - 60)

Construction of a part-three-/ part-four-storey building to accommodate nine flats (3 x 1-bed, 4x 2-bed, and 2 x 3-bed), a new vehicular access and four parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwelling house.

Ward: Purley and Woodcote

Recommendation: Grant permission

**5.3 19/04564/FUL 1 More Close, Purley, CR8 2JN**  
(Pages 61 - 84)

Demolition of existing two storey detached house and erection of a three storey building to provide 9 units, with associated vehicular accesses, car parking, child play space and soft and hard landscaping as well as cycle and refuse storage.

Ward: Purley and Woodcote

Recommendation: Grant permission

**5.4 19/05032/FUL 6 More Close, Purley, CR8 2JN**  
(Pages 85 - 110)

Demolition of existing dwelling house and the construction of two interlinked blocks to accommodate 9 flats with associated 7 car parking spaces, refuse store and cycle store facilities.

Ward: Purley and Woodcote

Recommendation: Grant permission

**6. Items referred by Planning Sub-Committee**

To consider any item(s) referred by a previous meeting of the Planning Sub-Committee to this Committee for consideration and determination:

There are none.

**7. Other planning matters (Pages 111 - 112)**

To consider the accompanying report by the Director of Planning & Strategic Transport:

There are none.

**8. Exclusion of the Press & Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended."

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## **PLANNING COMMITTEE AGENDA**

### **PART 4: Development Presentations**

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#### **1 INTRODUCTION**

- 1.1 This part of the agenda is for the committee to receive presentations on proposed developments, including when they are at the pre-application stage.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

#### **2 ADVICE TO MEMBERS**

- 2.1 These proposed developments are being reported to committee to enable members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 2.2 Members will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Planning Code of Good Practice Part 5.G of the Council's Constitution). Failure to do so may mean that the Councillor will need to withdraw from the meeting for any subsequent application when it is considered.

#### **3 FURTHER INFORMATION**

- 3.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

#### **4 PUBLIC SPEAKING**

- 4.1 The Council's constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

#### **5 BACKGROUND DOCUMENTS**

- 5.1 For further information about the background papers used in the drafting of the reports in part 8 contact Mr P Mills (020 8760 5419).

#### **6 RECOMMENDATION**

- 6.1 The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The attached reports are presented as background information.

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## PLANNING COMMITTEE AGENDA

### PART 5: Planning Applications for Decision

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#### 1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP or Resident Association and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning and Strategic Transport to deal with under delegated powers and not be considered by the committee.
- 1.4 The following information and advice applies to all reports in this part of the agenda.

#### 2 MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.
- 2.2 The development plan is:
  - the London Plan (consolidated with Alterations since 2011)
  - the Croydon Local Plan (February 2018)
  - the South London Waste Plan (March 2012)
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

- 2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
- 2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
  - Works within the highway are controlled by **Highways Legislation**.
  - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
  - Works on or close to the boundary are covered by the **Party Wall Act**.
  - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

### 3 **ROLE OF THE COMMITTEE MEMBERS**

- 3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.
- 3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

### 4. **THE ROLE OF THE CHAIR**

- 4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.
- 4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

- 4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.
- 4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

## **5. PROVISION OF INFRASTRUCTURE**

- 5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:
- i. Education facilities
  - ii. Health care facilities
  - iii. Projects listed in the Connected Croydon Delivery Programme
  - iv. Public open space
  - v. Public sports and leisure
  - vi. Community facilities
- 5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

## **6. FURTHER INFORMATION**

- 6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

## **7. PUBLIC SPEAKING**

- 7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

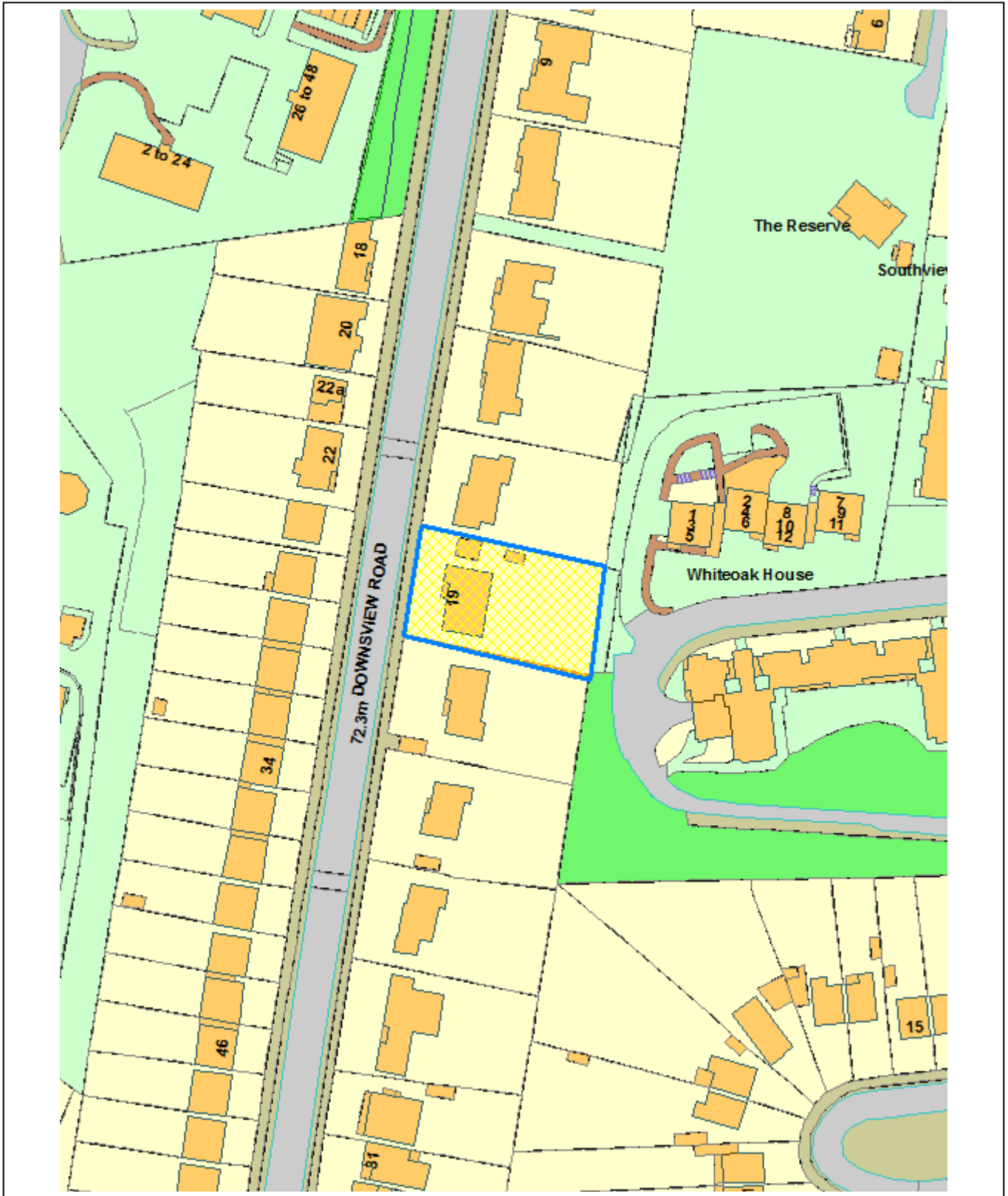
## **8. BACKGROUND DOCUMENTS**

- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at <http://publicaccess.croydon.gov.uk/online-applications>. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

## **9. RECOMMENDATION**

- 9.1 The Committee to take any decisions recommended in the attached reports.

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**1.0 APPLICATION DETAILS**

Ref: 20/01303/FUL  
 Location: 19 Downsview Road, Upper Norwood, London, SE19 3XD  
 Ward: Crystal Palace and Upper Norwood.  
 Description: Demolition of existing dwelling and garage, erection of two storey building (with lower ground and roofspace accommodation) comprising 9 flats with associated parking, amenity space and waste and cycle stores.  
 Drawing Nos: 19127E (Received 17/03/2020), 2047G (Received 17/03/2020), D162.001 (Received 17/03/2020), LUM 001 PL1 (Received 23/04/2020), LUM 001 PL2 (Received 23/04/2020), LUM 001 PL2 (Received 23/04/2020), LUM 001 PL3 A (Received 23/04/2020), LUM 001 PL4 B (Received 23/04/2020), LUM 001 PL5 C (Received 23/04/2020), 001 A (Received 23/04/2020), LUM 001 PL7 A (Received 23/04/2020), LUM 001 PL8 B (Received 23/04/2020), LUM 001 PL9 B (Received 23/04/2020), LUM 001 PL10 A (Received 23/04/2020), LUM 001 PL11 (Received 23/04/2020), LUM 001 PL12 A (Received 23/04/2020), LUM 001 PL13 (Received 23/04/2020), LUM 001 PL14 (Received 23/04/2020)  
 Agent: Mr Neal Thompson  
 Applicant: Lumiere Property  
 Case Officer: Paul Young

	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed (+)</b>
<b>Existing</b>	0	0	0	1	0
<b>Proposed</b>	0	2	3	4	0

*All units are proposed for private sale*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
6	16

1.1 This application is being reported to committee owing to the receipt of objection letters in excess of the threshold set out in the Croydon Constitution and owing to a referral from Cllr Mann.

**2.0 RECOMMENDATION**

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

## CONDITIONS

- 1) Commencement time limit of 3 years
- 2) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 3) Material specifications/samples of external materials to be submitted
- 4) Compliance with hard and soft landscaping plan including boundary treatments
- 5) No additional windows in any flank elevations above ground floor without consent
- 6) Access Road and car parking/manoeuvring area to be provided as shown
- 7) Visibility splays to be provided/retained
- 8) Compliance with submitted Tree Protection Plan.
- 9) Details of boundary treatments and privacy screens.
- 10) Submission of further details of electric vehicle charging points
- 11) Submission of Construction Logistics Plan
- 12) Requirement for 19% Carbon reduction and 110 litre Water usage
- 13) Details of site specific SUDS to be submitted
- 14) Implementation of waste/recycling areas prior to occupation of units
- 15) Implementation of cycle parking/storage areas prior to occupation of units
- 16) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

## INFORMATIVES

- 1) Community Infrastructure Levy
- 2) Highway/Crossover Works
- 3) Compliance with Building/Fire Regulations
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

### 3.0 PROPOSAL AND LOCATION DETAILS

#### Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing single storey dwelling and garage
- Erection of a replacement two storey building with roofspace and lower ground/basement accommodation to provide 9 flats (4 x 3 beds, 3 x 2 beds and 2 x 1 beds) complete with balcony/terraced areas and/or private gardens and communal amenity space.
- Excavation of part of the rear of the site to provide for lower ground accommodation and private gardens/terraces to units 1, 2 and 4.
- Excavation of part of the front of the site and creation of new vehicular crossover and forecourt providing 6 vehicular parking spaces for the development
- Provision of new boundary treatments, privacy screens, pathways and other hard and soft landscaping.



## Site and Surroundings

- 3.2 This application concerns an area of land (approximately 0.1066 ha in area) which lies on the eastern side of Downsview Road and currently houses a single storey detached dwelling with front and rear gardens. The immediate area is primarily residential, comprising a mix of single storey and two storey dwellings along Downsview Road and larger 3 storey flatted developments further to the East (along Woodlands Road).
- 3.3 The site slopes fairly steeply upwards to the North/North East. The site has a Public Transport Accessibility Level (PTAL) of 2 (low), and Downsview Road (in front of the site) has a 1 in 30 year (high) risk of surface water flooding.
- 3.4 A current aerial photo of the site is shown below:



## Planning History

- 3.5 There is no relevant planning history in relation to the site. There was a recent application next door at number 21 Downsview, the details of which are set out under the headings below:

Address and Reference	Description	Decision	Date
21 Downsview Road  19/06082/FUL	Demolition of the existing dwelling and the erection of a two storey replacement building (with lower ground and roofspace accommodation) comprising 8 flats with associated car parking, waste and cycle store, and amenity space.	Application Withdrawn	

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is of a suitably high quality, and would not harm the character of the surrounding area.
- Subject to conditions, the living conditions of adjoining occupiers would be protected from undue harm.
- The mix of accommodation is acceptable/encouraged and living standards of future occupiers would comply with National, Regional and Local standards.
- Subject to the suggested conditions, the proposed access/layout, level of parking is acceptable and would not unduly harm highway safety
- Subject to compliance with a tree protection plan and a suitable landscaping scheme (secured via conditions), no harm would result to visual amenity or biodiversity.
- Subject to conditions, suitable sustainable energy, water and drainage measures can be secured.

#### 5.0 CONSULTATIONS

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

#### 6.0 LOCAL REPRESENTATION

6.1 Neighbour notification: 11 local addresses have been notified. A site notice was also displayed at the entrance to Woodlands Road (from Beulah Hill). Written objections have been received from 49 separate addresses, with 2 supporting written representations on the grounds of provision of additional housing.

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:

(Planning Related) <b>Objection</b>	<b>Officer comment</b>
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<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Paragraphs 8.5-8.13 of this report.
Out of character/harmful to the area due to it bulk/siting and design	Addressed in Paragraphs 8.5-8.16 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light, outlook and privacy to neighbouring properties	Addressed in Paragraphs 8.25-8.32 of this report
Extra pollution and noise	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
<i>Landscape/Trees</i>	
Loss/Harm of trees, vegetation and natural habitat	Addressed in paragraph 8.43 of this report.
<i>Transport and parking</i>	
Insufficient parking provision	Addressed in paragraphs 8.33-8.39 of this report
Adverse impact on highway safety	Addressed in paragraphs 8.33-8.39 of this report.
<i>Other matters</i>	
Strain on public services/infrastructure	If granted permission and implemented, the development would be liable for CIL payments and the units would generate Council Tax payments which could fund infrastructure/services.
Increase in Flood Risk	Addressed in paragraph 8.41-8.42 of this report
Disruption during Construction	A Construction management plan will be secured via planning condition

6.3 Note that a number of non-planning related concerns (eg impact on utilities, setting a precedent, loss of property value, conflict with land covenants etc) have also been raised.

6.4 Norwood Society: Object to the application on the following (summarised) planning related grounds:

- Overdevelopment
- Poor Design/out of character
- Poor quality of accommodation for occupants
- Harm to neighbouring amenity in terms of overlooking, increased noise, loss of outlook and overshadowing.
- Loss of trees/biodiversity

6.5 Councillors Mann has objected to the application and referred this application to committee on the following (summarised) planning related grounds:

- Overdevelopment

## **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 Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

### Consolidated London Plan 2016 (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
- 3.14 – Existing Housing
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 8.13 Community Infrastructure Levy

#### Croydon Local Plan 2018 (CLP):

- SP2 Homes
- SP6.3 Sustainable Design and Construction
- 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 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

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

#### Emerging London Plan

- 7.4 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption and therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were

realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.6 It is important to note, that whilst the Secretary of State has not supported the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

- Principle of development
- Townscape and visual impact
- Mix and quality of proposed accommodation
- Impact on amenities of surrounding residents
- Access, Parking and Highway Safety
- Sustainability and Flood Risk
- Biodiversity, Trees and Ecology
- Waste/Recycling Facilities

### **Principle of Development**

- 8.2 Paragraph 59 of the 2018 National Planning Policy Framework (NPPF) states that *"to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."*
- 8.3 Similarly, the London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development

are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting overall demand and thus helping to address overcrowding and affordability issues.

- 8.4 Given the site is within an established residential area, the principle of proposing residential development on the site is therefore considered acceptable (and is indeed encouraged) by adopted planning policies and guidance.

### **Townscape and Visual Impact**

- 8.5 The existing building does not hold any special significant architectural merit and is neither locally nor statutorily listed. Therefore there is no 'in principle' objection to its demolition.
- 8.6 Policy SP4.1 of the 2018 Local Plan 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
- 8.7 Similarly, Policy DM10.1 of the 2018 Local Plan states that proposals should be of high quality and, whilst seeking to achieve a minimum height of 3 storeys, should respect:
- a. The development pattern, layout and siting;
  - b. The scale, height, massing, and density;
  - c. The appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located.
- 8.8 In relation to density, Policy 3.4 of the London Plan indicates that in suburban areas with PTALs of 2-3, an appropriate density equates to 150-250 habitable rooms per hectare (hr/ha).
- 8.9 The proposed development would provide 29 habitable rooms, which equates to a density of around 272 hr/ha. This is slightly above this threshold. However, it is noted that in the subtext of Policy 3.4 it states that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply it (the density matrix) mechanistically.
- 8.10 Indeed, the Council's Supplementary Planning Document titled Suburban Residential Development (2019) sets out more detailed guidance on how to (best) meet the requirements of Policies SP4.1 and DM10.1
- 8.11 In relation to bulk and scale, Policy 2.10 of the SPD sets out that where surrounding buildings are predominantly single storey, new development

should be two stories with a third storey within the roof space as shown in the diagram below:



Figure 2.10d: Where surrounding buildings are predominantly single storey, new development should seek to accommodate a third storey within the roof space.

8.12 The proposed development would largely follow this guidance, although, owing to the slope of the land, would appear somewhat taller from the South given the significant downward slope of the land. Notwithstanding, given the setback from the front (by at least 3.7m) and by the side (by at least 0.7m) boundaries, and the fact that the bulk of development would be set slightly further back into the site (by 5.8-6m) the development would not appear unduly prominent within the streetscene.

8.13 It is also noted that, unlike in figure 2.10, not all the properties in the immediate vicinity are single storey, with its neighbour at number 17 being 1.5 – 1.75 stories, and the properties opposite (number 24, 26, 28, 30, 32 etc) all being two stories in height, as shown in the photo below:





8.14 Concerns have been raised that the lower ground level to the front of the building (clad in stone) actually results in a three storey building, however, this is due to the topography of the land and the steep downward slope to the south. This 'storey' accounts for a very small proportion of the floorplan and simply provides waste and cycle parking facilities, much like the lower level garage present at number 17 next door. Please see photo of number 17 below.



8.15 The design approach taken for the proposed development is considered be of a generally faithful nature with some contemporary elements, combining certain materials and features (such as hipped and dual pitched gable ended tiled roof forms and red stock bricks) with stone cladding, aluminium fenestration and metal railed balustrades/terraces. In general, the proposed design is considered to be of a good quality and in compliance with adopted policies and guidance, although further details on the material specifications will be secured via condition to ensure that they are of a suitably high quality. Proposed elevational plans/perspectives of the proposed development are shown below:



8.16 Given the assessment above, and subject to the attached conditions, the application is not considered to harm the character or appearance of the site or the surrounding area.

#### **Mix and Quality of Accommodation Provided**

8.17 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 unit is a 3 bed and measures approximately 125sqm. However, 4 x 3 bed units are proposed, which would result in a net gain of small family homes, and as such, there is no conflict with Policy DM1.2.

8.18 Policy SP2.7 of the 2018 Local Plan states that the Council will seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes. For both market and affordable

housing, the Council strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.

8.19 4 of the 9 units (44%) of the units would be 3 bedroom units which would exceed the 30% target set out in Policy SP2.2. In addition to this, two large 2 bedroom 4 person units are also proposed which could accommodate small families. As such this housing mix would be acceptable, and indeed, this high provision of family units adds additional weight in favour of the proposal.

8.20 In relation to the quality of the accommodation provided, Policy 3.5 of the 2016 London Plan states that housing developments should be of the highest quality, internally, externally and in relation to their context and to the wider environment. It indicates that the design of all new housing should enhance the quality of local places, taking into account physical context and local character. Policy 3.5 sets out minimum GIA standards for new residential developments.

8.21 In addition to the above, Policy DM10.4 of Croydon’s local plan states that all proposals for new residential development will need to provide private amenity space that:

- Is of high quality design, and enhances and respects the local character;
- Provides functional space (the minimum width and depth of balconies should be 1.5m);
- Provides a minimum amount of private amenity space of 5m<sup>2</sup> per 1-2 person unit and an extra 1m<sup>2</sup> per extra occupant thereafter;
- All flatted development and developments of 10 or more houses must provide a minimum of 10m<sup>2</sup> 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 below. The calculation will be based on all the equivalent of all units being for affordable or social rent unless as signed Section 106 Agreement states otherwise, or an agreement in principle has been reached by the point of determination of any planning application on the amount of affordable housing to be provided. When calculating the amount of private and communal open space to be provided, footpaths, driveways, front gardens, vehicle circulation areas, car and cycle parking areas and refuse areas should be excluded.

8.22 These standards are set out within table 6.2 within Policy DM10.4. A breakdown of the development in relation to GIA’s and Amenity space requirements and provisions of the development are set out in the following table:

Unit No.	Unit Type	GIA		Private Amenity (PA)	
		Required (m <sup>2</sup> )	Provided (m <sup>2</sup> )	Required (m <sup>2</sup> )	Provided (m <sup>2</sup> )
1	3b4p	74	82	7	50

2	1b2p	50	50	5	21
3	2b3p	61	61	6	6.2
4	1b2p	50	50	5	21
5	3b4p	74	77	7	9.6
6	3b4p	74	82	7	9.7
7	2b4p	70	73	7	6.2
8	3b4p	74	92	7	5.1
9	2b4p	70	76	7	5.1

8.23 The proposed development would generally exceed the standards. It is noted that a few of the units (numbers 7,8 and 9) would not quite meet private amenity standards. However, the GIAs of these units all exceed London Plan standards, and the subtext of Policy DM10.4 indicates that where there is a shortfall in Private amenity space provision, this can be compensated for via an enlarged GIA. Additionally, a level communal area around 95m<sup>2</sup> would also be provided, which could also act as suitable playspace.

8.24 Similarly, the units in the roofspace would have floor to ceiling heights within London Plan standards/tolerances. As such, in general, the proposed accommodation is considered to be of a good standard and no conflicts with adopted policy or guidance are identified.

### **Impacts on Neighbouring Residential Amenity**

8.25 Policy DM10.6 of the Croydon Local Plan states that The Council will support proposals for development that ensure that;

- The amenity of the occupiers of adjoining buildings are protected; and that
- They do not result in direct overlooking at close range or habitable rooms in main rear or private elevations; and that
- They do 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; and that
- Provide adequate sunlight and daylight to potential future occupants; and that
- They do not result in significant loss of existing sunlight or daylight levels of adjoining occupiers.

8.26 The nearest residential properties to the development are numbers 17 to the North and number 21 to the South.

8.27 In terms of the rear building line, Suburban Design Guide SPD (2019) states that depth of the projection should be no greater than 45 degrees as measured from the middle window of the closest ground floor habitable room on the rear wall of the main neighbouring property on both side. The relevant extract from the Suburban Design Guide SPD (2019) which demonstrates this is shown below.

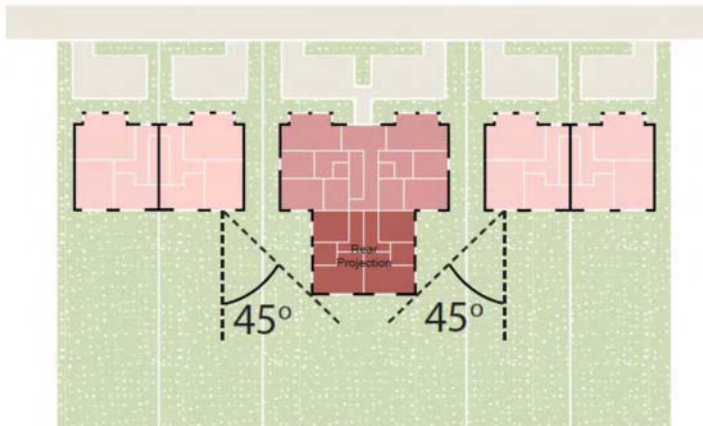
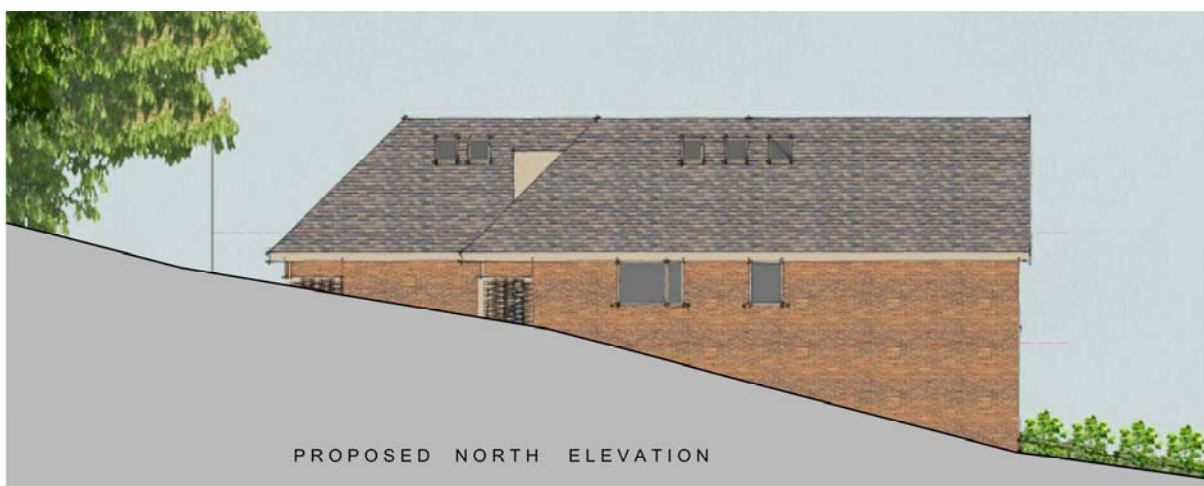


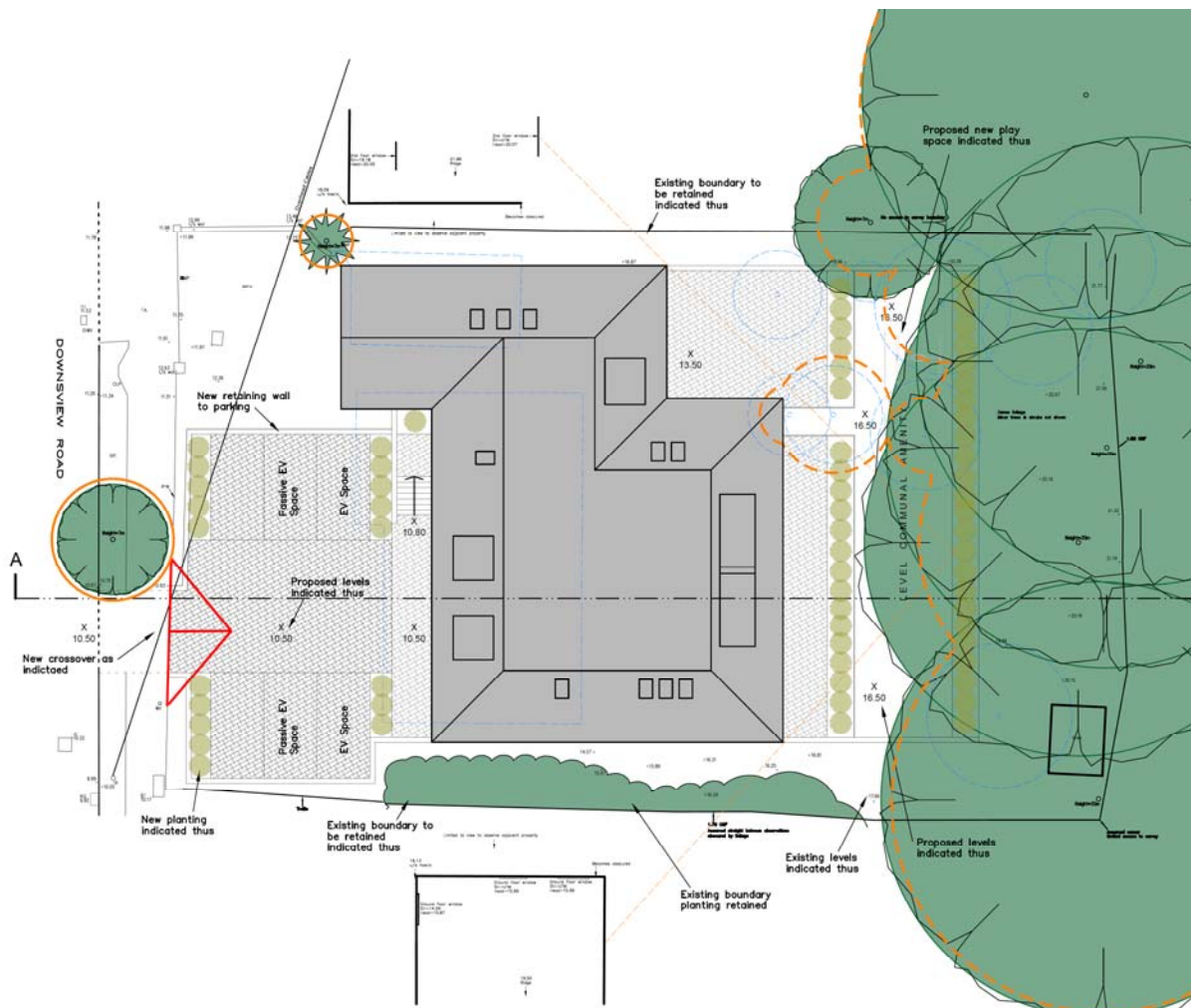
Figure 2.11b: Depth of projection no greater than 45 degrees, as measured from the middle of the window of the closest ground floor habitable room on the rear wall of the main neighbouring property on both sides.

8.28 In relation to the impact on number 17, the proposed development would be staggered to the rear, and as such, would not subtend 45 degree horizontal or vertical lines drawn from the nearest habitable room windows serving this property. As such, there would be no conflict with BRE guidelines (which seek to preserve adequate daylight and sunlight to adjoining properties). Given the proposed excavation to the rear, the amount of 'above ground' visible development would be limited when viewed from the rear of number 17 (it would appear as single storey form with roofspace accommodation). It is also noted that given the steep upward slope, the windows serving number 17 are at a higher level/greater height. As such, there would not be any material harm to the amenities of this occupier in terms of loss of daylight/sunlight or outlook. The relationship is shown in the proposed side elevation (below) and the proposed site plan and rear elevation (later on in this section)



8.29 In relation to the impact on number 21, given the slope of the land, the proposed development would appear slightly more dominant to the rear (1.75 rather than 1.5 stories), but once again, there no conflict with BRE 45 degree guidelines and, given the orientation of the development (due north), there would be no impacts on direct sunlight reaching this property (or its rear garden). It is also noted that the occupiers of this property have written in support of the application.

8.30 The proposed site plans and rear (east) elevation plans further help demonstrate the relationship between the proposed development and its neighbours and are shown below:





8.31 In relation to overlooking, no flank windows are proposed, and privacy screens are proposed on the raised balcony/terrace/roof inset areas to prevent overlooking of both neighbours (17 and 21). Full details of these will be secured via condition. Subject to this, no material harm in terms of overlooking would occur.

8.32 The proposed development would introduce additional activity and lighting in and around the site. However, this activity would be residential in nature, within a residential area, and adopted planning policies and guidance encourage intensification of residential use in principle (subject to a full planning assessment). As such, it is not considered to result in unacceptable harm in this regard.

### **Access, Parking and Highway Safety**

8.33 Policy SP8.15 of the Croydon Local Plan states that the Council will encourage car free development in Centres, where there are high levels of PTAL and when a critical mass of development enables viable alternatives, such as car clubs (while still providing for disabled people). Detailed car parking standards are contained within the Croydon Local Plan's Detailed Policies and Proposals.

8.34 The site has a Public Transport Accessibility Level (PTAL) of 2 (low). The 2016 London Plan requires a maximum of 1.5 spaces for 3 bedroom dwellings, and maximum 1 space for 2 bed dwellings (which equates to a maximum of 11 spaces in total for the proposed development). 6 car parking spaces are provided, which is below these maximum standards.

8.35 2011 Census data for Upper Norwood indicates that car ownership was 0.4 for 1 bedroom units, 0.69 for two bedroom units and 1.07 for three bedroom units. Factoring in the rise in car ownership (6% increase to 2018 from recent TFL data), it is calculated that the proposed development would have a likely car ownership of 8.42 vehicles. 6 Car parking spaces would be provided. This

suggests that there would be a potential overspill of 2/3 vehicles onto the public highway.

8.36 Paragraph 109 of the 2019 NPPF states that Development should only be prevented or refused on highways grounds if *“the residual cumulative impacts on the road network would be severe.”*

8.37 Downsview Road is free from parking restrictions, and at the time of the site visit, there was ample space to park vehicles safely on street and close to the site. A photo of Downsview road taken at the time of this visit is below:



8.38 As such, any overspill would not increase parking pressures to a ‘severe’ level and as such, no conflicts with paragraph 109 would arise.

8.39 In relation of cycle parking, London Plan standards would require 16 secure and covered cycle parking spaces. The development would provide these 16 spaces which would be secure, covered and easily accessible in line with these standards.

### **Sustainability and Flood Risk**

8.40 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

8.41 The site is partly located within an area with a high risk of surface water flooding. Policy DM25 of the Croydon Local Plan requires all development to incorporate sustainable drainage measures (SuDS).



- 8.42 A condition requiring additional site specific SuDS measures (eg rainwater collection/recycling, green roofs/walls etc) is also recommended. Subject to this, and combining this with the submitted landscaping scheme (implementation secured via condition), it is considered that there would be no material increase in flood risk and no conflict with adopted Policy.

### **Trees, Biodiversity and Ecology**

- 8.43 A number of existing trees on the site would be lost (12). However, the trees that would be lost would be of low visual amenity value (category C or below), and the higher quality specimens (category B and above) would be retained and protected during development. It is noted that the Croydon Tree Officer did not raise any objections, subject to compliance with the tree protection plan and the submitted landscaping masterplan scheme (ref D162.001).

### **Waste/Recycling Facilities**

- 8.44 The guidance set out in the Council's Suburban Design Guide (2019) advises that waste storage areas should be within 30m of the entrance of each residential units and within 20m of the public highway.
- 8.45 The application proposes a secure and covered waste storage area within 15m of the public highway and around 10m from the main entrance and which is of a suitable size to accommodate the development. As such, no objections are raised.

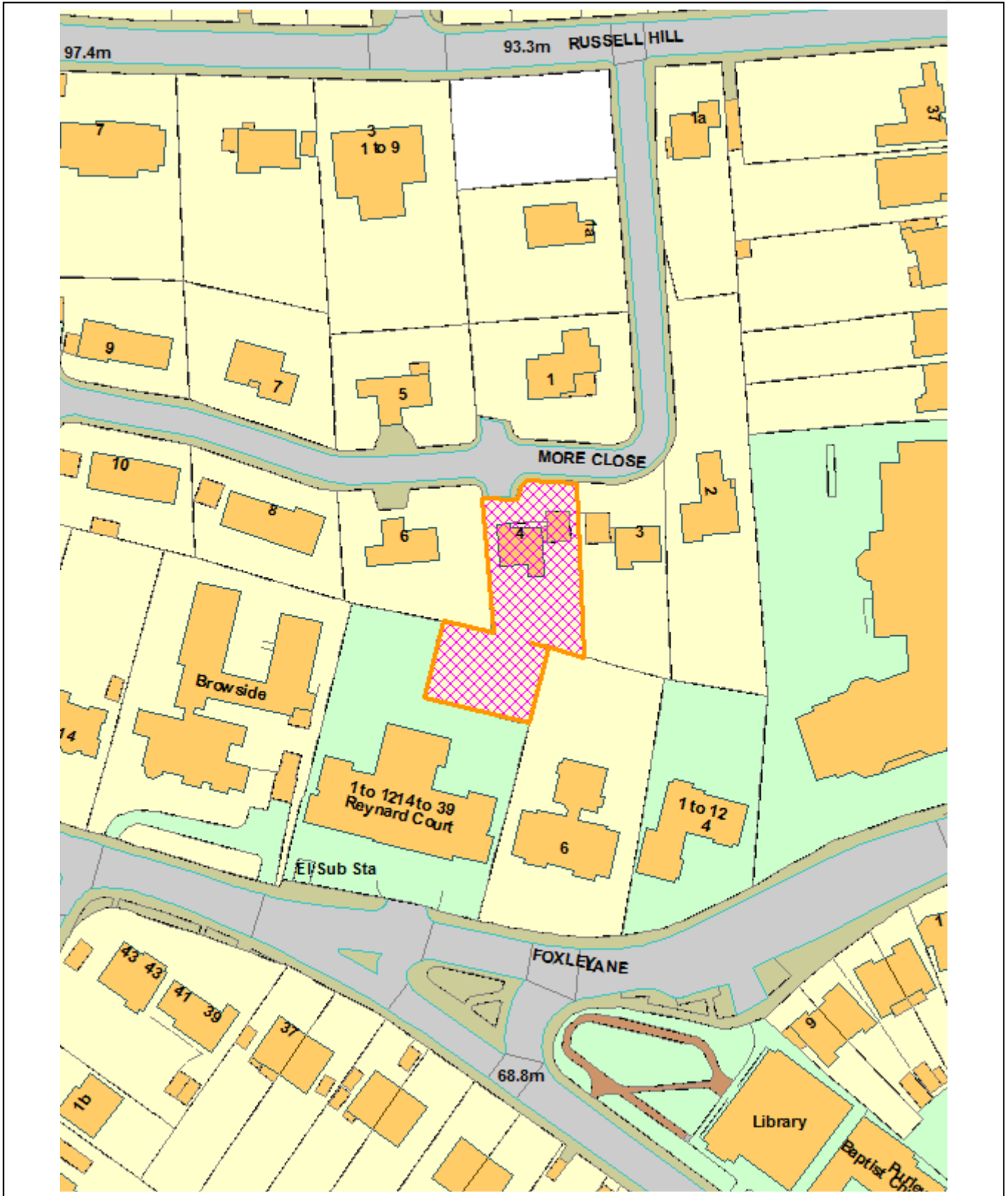
### Other matters

- 8.46 All other planning related matters have been considered and no other planning harm has been identified.

### **Conclusion/Planning Balance**

- 8.47 The proposed development would provide 8 new residential units, a large percentage of which would be suitable for small families. This adds a fair amount of weight in favour of the proposal. Subject to the recommended conditions, the development would not result in any material harm in terms of the character or appearance of the site or surrounding area, the amenities of surrounding residents, trees, flood risk or sustainability. The proposed development would potentially introduce some increase in on-street parking on surrounding road, but this would be minimal, would not conflict with adopted Policy and would not outweigh the benefits associated with the provision of the proposed residential units. As such, the development is considered acceptable and is therefore recommended for approval.

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**PART 5: Planning Applications for Decision**

**Item 5.2**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/04478/FUL  
 Location: 4 More Close, Purley, CR8 2JN  
 Ward: Purley and Woodcote  
 Description: Construction of a part-three-/ part-four-storey building to accommodate nine flats (3 x 1-bed, 4x 2-bed, and 2 x 3-bed), a new vehicular access and four parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse.  
 Drawing Nos: LN001; EX001 Rev A; EX201; EX202; PL001 Rev J; PL002 Rev I; PL003 Rev H; PL004 Rev F; PL010 Rev F; PL100 Rev D; PL101 Rev F; PL201 Rev G; PL202 Rev F; PL203 Rev F; PL204 Rev G; PL205 Rev F; PL301 Rev E; PL302 Rev E; PL303 Rev E; PL401 Rev B; PL402 Rev C; Design and Access Statement reference SD.001 Rev D.  
 Applicant: C/O Agent  
 Agent: Mr Duncan Gunn – Gunn Associates  
 Case Officer: Karim Badawi

	<b>1B 2P</b>	<b>2B 4P</b>	<b>3B 5P</b>	<b>Total</b>
Existing Provision			1	1
Proposed Provision	3	5	1	9

*All units would be allocated for private sales.*

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
6	18

1.1 This application is being reported to Planning Committee following receipt of a referral from a Ward Councillor (Councillor Oviri). Officers note that only three objection letters out of 14 were received before the end of the consultation period.

**2.0 RECOMMENDATION**

- 1.1. That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £13,500 for sustainable transport improvements, parking control review and enhancements;
  - b) A financial contribution of £2,100 for the provision of a car club bay, vehicle and charging point in the vicinity of the site; and
  - c) Restricting residential parking permit for future occupiers of the development;

- d) Retention of architectural team to maintain the standard of the design of the development;
- e) Monitoring fee; and
- f) And any other planning obligations considered necessary.

2.1 That the Planning Committee resolve to GRANT planning permission, 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**

#### Standard Conditions:

1. Time limit of 3 years;
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions;

#### Pre-Commencement Conditions

3. Details and samples of materials including sample boards of all facing materials, fenestrations and finishes to be submitted for approval;
4. Maintenance strategy to cladding surfaces including car parking retaining wall;
5. Detailed drawings (Scale 1:10 or 1:20) showing: Stair cores, recessed balconies, top floor setbacks, a series of drawing in elevations and sections showing façade treatments, key junctions and openings, window reveals; window types, parapet and balustrade types, mechanical ventilation systems or other ducts/extracts and rainwater goods to be submitted for approval;
6. Details of hard and soft landscaping to the communal area, the front of the development and all boundary treatment including retention wall to be submitted for approval;
7. SuDs details across the site in conjunction with the landscape strategy;
8. Demolition and Construction Method Statement / Demolition and Construction Logistics Plan to be submitted for approval;
9. Details of the Green Grid Systems methodology for tree protection;

#### Pre-Occupation Conditions

10. Secured by design;
11. Full Car Parking Management Plan in accordance with the approved draft;

#### Compliance Conditions

12. Accessible homes;
13. Car Parking laid out including EVCP as approved;
14. Cycle parking laid out as approved;
15. Refuse store laid out as approved;
16. Visibility splays as approved;
17. Accordance with Arboriculture Method Statement;
18. Energy and Water efficiency; and

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

### **Informatives:**

1. Community Infrastructure Levy;
2. Code of practise for Construction Sites;
3. Light pollution;
4. Requirement for ultra-low NOx boilers; and
5. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The proposal is for a flatted block which would have the appearance of three storeys to the front and four storeys at the rear, with a setback flat-roof, top floor. The building would have a ramped-down undercroft to the west for vehicular access that leads to the proposed car parking spaces to the rear of the site. These car parking spaces would sit in the middle of the site above the lower-level rear garden area. The refuse store would be to the front west corner; the cycle store would sit to the rear east corner of the site.

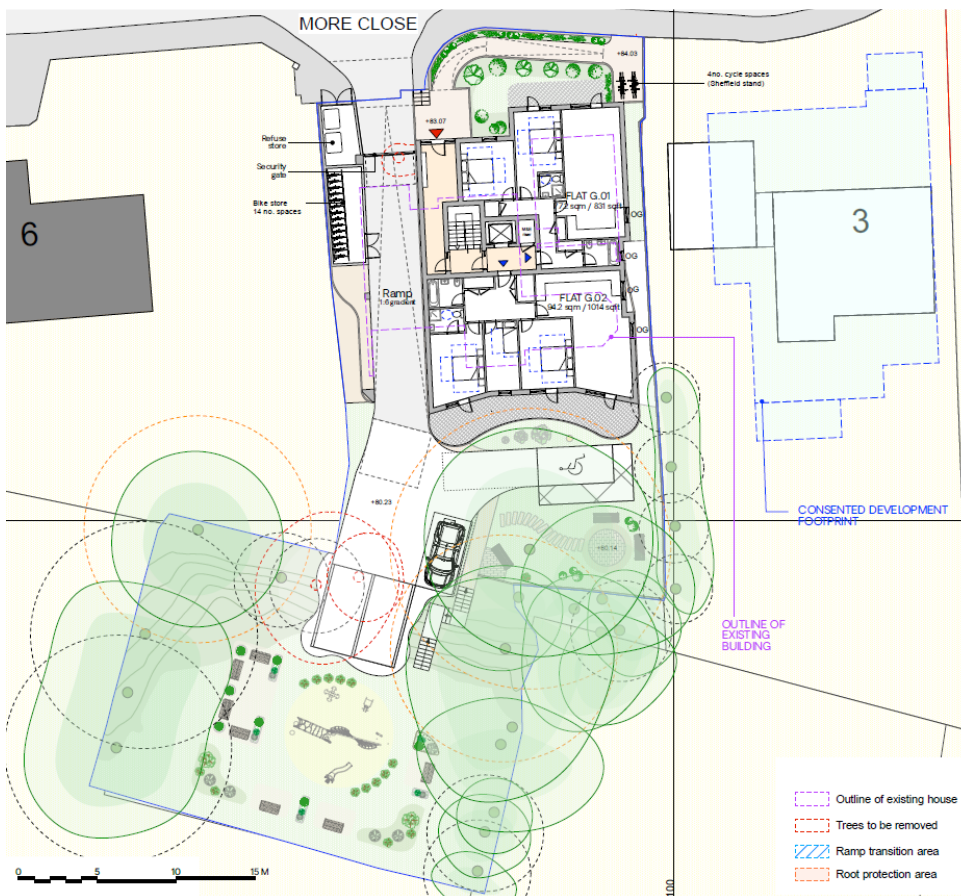


Fig. 1: Site Plan / Lower Ground Floor Plan



*Fig. 2: CGI for the east view*



*Fig. 3: CGI for the rear view*

### 3.2 Amended plans were received which comprised:

- Increasing the height of the entrance to the ramp to 2.6 metres;
- Shifting the bin store to the front of the site to improve its accessibility;
- Providing a direct access from the building's core to the rear amenity spaces;



- Changing the door to cycle store for sliding doors instead of door opening outwards to avoid conflict with vehicles accessing the car park;
- Providing an accessible amenity space at the upper-level garden for assisted wheelchair users;
- Amendments to the front elevation including raised parapets for balconies and bronze metal railing instead of glass balustrades;
- Providing an accessible parking space and EV charging point;
- Adding two car stackers to increase the onsite car parking provision;
- Improving the vehicle ramp gradient and shallow steps to the pedestrian side access;
- More information regarding swept paths analysis, cycle and bin provision.

### **Site and Surroundings**

3.3 The application relates to an L-shaped site to the south side of More Close with a total area of 0.11 hectares. The site comprises a two-storey detached dwellinghouse and borders No. 2 to the east and No.6 to the west. The site has a steep gradient, descending from street level with a total fall of over 4m and the L-shaped section at the rear being at the lowest point. The ground then continues to fall away to Foxley Lane.



*Fig. 4: Aerial view of the site*

3.4 More Close is a residential street, characterised by a mixture of large detached houses of different sizes, shapes and designs. However, a consistent character throughout comprises yellow brick, white timber claddings, open front gardens with a mixture of hipped and flat roofs. The immediate wider area comprises a mix of residential buildings typology which includes flatted blocks.

- 3.5 The site falls within PTAL 3 and outside controlled parking zone, outside a low and medium flood risk zones and is has two trees under TPO (143) to the rear garden which comprises heavy boundary vegetation and flat lawns.

### **Planning History**

- 3.6 There are no recent planning applications of relevance at the application site. However Members should be aware of planning permissions in the surrounding area detailed below and arranged as per proximity to the site:

#### **3 More Close:**

18/06093/FUL: Demolition of existing property, erection of three/four storey building comprising 9 flats including balconies with parking area, landscaping, child play spaces, refuse and cycle storage – Granted 02.05.2019

#### **6 More Close:**

19/05032/FUL: Construction of two interlinked blocks to accommodate 9 flats with associated car parking spaces, refuse store and cycle store facilities; following demolition of existing dwellinghouse. – Under Consideration.

#### **2 More Close:**

18/03342/FUL: Demolition of existing property, erection on three/four storey building comprising 9 flats (2c three-bedrooms, 5 x two-bedrooms and 2 x 1-bedroom flats) including balconies with new access, parking area , refuse and cycle storage. – Granted 06.03.2019.

#### **2 More Close:**

20/00770/FUL: Construction of 2 x 1-bedroom dwellinghouses to the front of No. 2 More Close; following the division of its front garden. – Under Consideration.

#### **1 More Close:**

19/04564/FUL: Demolition of existing two storey detached house and erection of a three storey building to provide 9 units, with associated vehicular accesses, car parking, child playspace and soft and hard landscaping as well as cycle and refuse storage - Under Consideration.

#### **5 More Close:**

20/00404/OUT: Outline application for the consideration of access and layout only in relation to the construction of a part three, part four-storey building comprising nine flats (7 x 2-beds and 2 x 3-bed), associated four car parking spaces, cycle parking and refuse provision; following demolition of existing dwelling - Under Consideration.

1A Russell Hill:  
 18/05423/FUL: Erection of detached three bedroom dwelling to rear fronting  
 More Close – Granted 21.12.2018.

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- The proposal would protect and respect the setting of the tree under TPO onsite.

#### 5.0 CONSULTATION RESPONSE

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

#### 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 14                      Objecting: 13                      Supporting: 0

Comment: 1

6.2 **Table 1**, below, stated the issues 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:

Summary of objections	Response
<i>Principle of development Full assessment within Section 8A of this report.</i>	
Proposal doesn't have 3-bedroom or bigger at 30% as per policy.	Policy allows 2-bed/4-persons to be counted towards family accommodation.
No replacement to the existing family home.	The proposal would have 30% family units, two of which would be three-bedroom flats and one of which would have direct access to private rear amenity.

Nine units scheme instead of 10 to avoid providing affordable homes	Same objector raised a concern that the mass was too big for the area. Nonetheless, Officers are satisfied that the proposal would optimise the use of the site.
Over intensification – Too dense.	The density of the proposal would not yield an overly intensified scheme.
Proposals in the area oblige other residents to follow suit.	Unfounded opinion.
The area needs family housing instead of luxury housing.	Housing need in the borough extends across all sizes and tenures.
The proposal is contrary to all published policies.	Officers are satisfied that the proposal would accord with the local and national policies.
The application must be viewed with considerations to approved planning permissions and other live applications in the area.	Noted.
<b><i>Design Full assessment within Section 8B of this report.</i></b>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
The design and roof-form would be out of character.	The modern design would have cues from the local area and the roof form does existing within the locality, particularly at No.1 More Close.
Glass balconies are dominant in the elevations.	Amended drawings changed the glass to bronze metal railing.
Overdevelopment of the site.	The proposal would be built on less than 50% of its total area and would not be considered an overdevelopment.
<b><i>Traffic &amp; Parking Full assessment within Section 8E of this report.</i></b>	
Negative impact on parking and traffic in the area from the development within the close.	The proposed s.106 obligation aims to reduce the impact on parking and traffic in the area.
The proposed four parking spaces would not be sufficient.	Amended drawings provided six car parking spaces in total. The planning permission would include s.106 obligations to avoid impact on parking in the area.
<b><i>Other matters</i></b>	
Construction disturbance.	The decision notice would include a Construction Logistics Plan to ensure low levels of disturbance during construction process.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.

Massive 3-metres dig would impact the garden and the planting within No.7 More Close.	The part of the development adjoining No.7 would not be dug up as per submitted plans.
Proposed units would not be sellable.	Not a planning consideration.

6.3 Cllr Oni Oviri referred the planning application to the Planning Committee citing the following concerns:

1. The contemporary design is totally out of character for this area and does not respect the appearance of surrounding properties.
2. High density/over development of the site with a significant loss of garden land.
3. The block of flats are significantly larger at three storeys than those either side of this proposed development and will dominate the street-scene.
4. There will be a loss of privacy for the nearby neighbours as they will now be overlooked by this block of flats.
5. Additional noise will be created by this development which will be detrimental to the existing residents.
6. No disabled parking space allocation.
7. Not enough parking versus number of flats.

## 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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

### 7.4 Consolidated London Plan 2016

- 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
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

#### 7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM43 – Sanderstead

#### 7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments

likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

#### 7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance.

#### 7.8 Draft London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target. 7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note that in the Intend to Publish New London Plan that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets. 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications. 7.8 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.4 above.

### **8.0 MATERIAL PLANNING CONSIDERATIONS**

#### 8.1 The principal issues of this particular application relate to:

1. The Principle of the Development
2. Impact of the development on the character and appearance of the area

3. The Quality of the Proposed Residential Accommodation
4. Impact on Neighbouring Amenity
5. Impact on Highways, Parking and Refuse Provision
6. Impacts on Trees, Flooding and Sustainability
7. Other matters

### The Principle of Development

- 8.2 Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites before 2036.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of two-storey dwellinghouses, it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.4 Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. Policy DM1 of the Croydon Local Plan (2018) allows for an element of 2b4p units to be classed as family accommodation; within 3 years of the adoption of the Croydon Local Plan The proposal would have 66.7% of the overall mix of accommodation as family units which would exceed the strategic target and would ensure a choice of homes of different sizes available in the borough.
- 8.5 Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sq. The proposal would provide one three-bedroom dwelling following the demolition of one family home with an existing area of 255 sq. accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sq. and the proposal would be acceptable.
- 8.6 The site is in a suburban setting with a PTAL rating of 3; the London Plan indicates that a suitable density level range for such a setting would be 35-95 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha). The site is approximately 0.11 ha and the proposal would have a density of 79 u/ha and 229 hr/ha. Accordingly, the proposal would not be an overdevelopment or over intensification of the site and would be acceptable.
- 8.7 The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 8.8 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

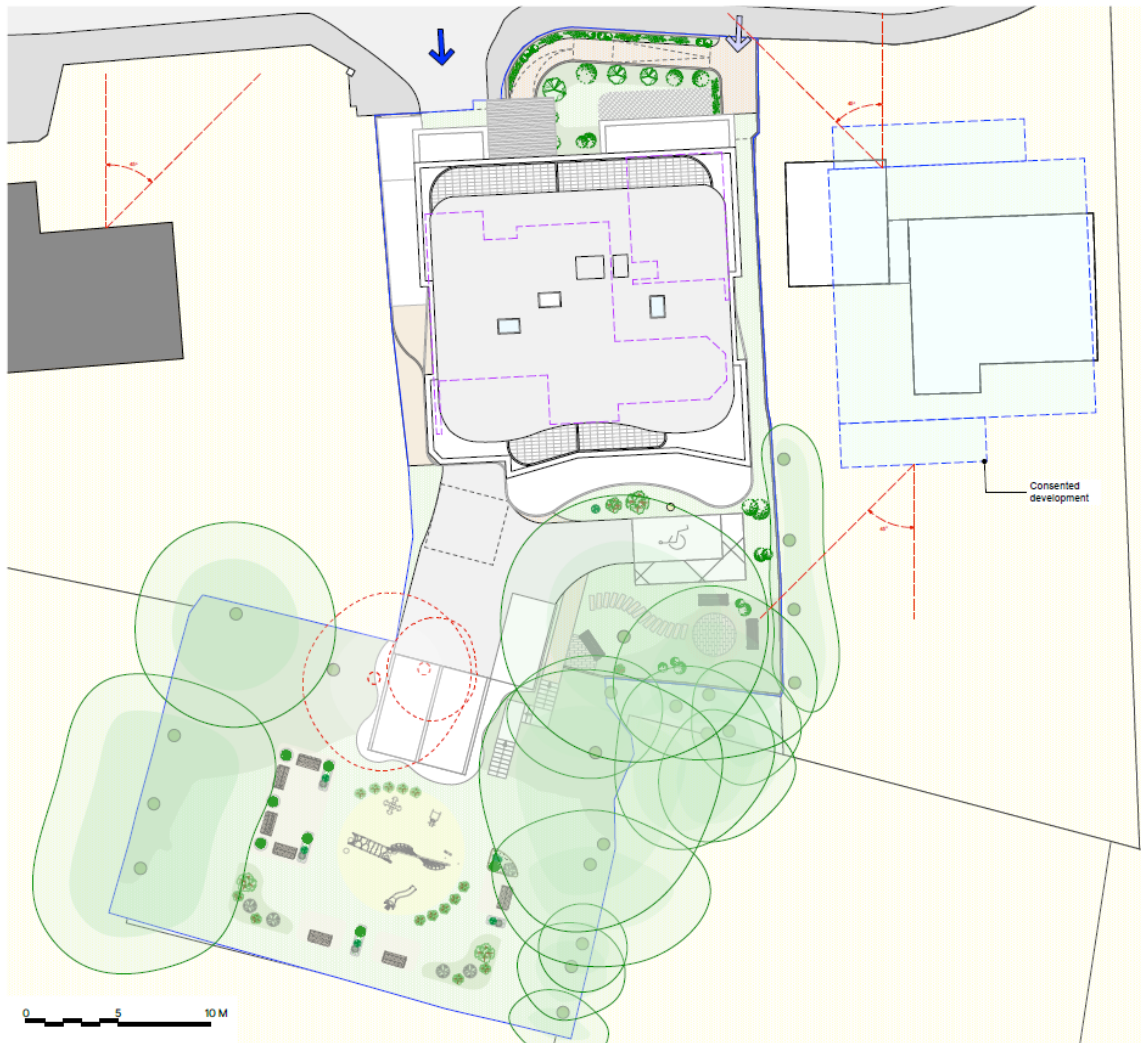


## Impact of the development on the character and appearance of the area

- 8.9 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.

### *Site Layout*

- 8.10 The site layout would be simple, retaining the open front garden which is a characteristic of the close. The proposed parking would sit right behind the building resulting in minimum loss to the site and maximising the space available for landscaping. The proposed refuse to the front would not strictly accord with the Suburban Design Guide SPD (2019) preferred guidance. However, it would still form a part of the building and appear as a unified form when viewed from the main road. The front building line would integrate with the existing along the road which is characterised by a general guide rather than a hard line, due to the angle in the road and some houses having front protruding elements.



*Fig. 4: Proposed Site Plan*

## Massing and architectural expression

- 8.11 The proposal would be three-storeys towards the front and four-storeys towards the rear. This would be in accordance with the DM10.1 of the Croydon Local Plan (2018), particularly as the top floor would be a set-back roof form. It would also follow the guidance set in the Suburban Design Guide SPD (2019) where the streetscene height is a one storey above neighbouring properties. The proposed mass would also be comparable with the approved permission for No.3.



Fig.5: The proposed building within the existing streetscene.



Fig.6: The proposed building next to the approved building permission at No.3.

- 8.12 Further to the above, the appearance of the building from the rear would not be excessively large with one additional floor height which would be acceptable and undulating with the sites' topography.
- 8.13 The character of the area is residential with a mix of bungalows, two-storey detached dwellinghouses. The close is mainly characterised by buildings with open front gardens behind short front boundary walls, white and grey timber, and yellow brick finish, with scattered darker bricks within its pallet. Officers note the contemporary approach to the proposal might appear as out of character with the area. However, Paragraph 127 of the NPPF states that '*Planning policies and decisions should ensure that developments...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)*'. Accordingly, an innovative approach to the scheme would be acceptable and the proposal would take cues from its context as explained below.
- 8.14 The proposal recognises the leafy character of the close and the existing protected trees on site. The curve of the building to the rear would work around the TPO tree's crown and root protection area. The organic concept of integrating with the existing landscape is further enhanced using the wood fins covering on the balconies and the rear elevation. These fins would give a dynamic appearance to the curves of the building, producing a wave-like motion and a lively appearance to the building and would provide an integral solution to balcony screening at the rear.

- 8.15 The front of the building would take cues from the context with its slick, straight lines and materials. The curved corners of the top floor would respond to the curved approach at the rear and soften the appearance of the additional floor while unifying the architectural language of the building. The red bricks would respond to the bricks at the existing No.4 building and the darker colours of the brick pallets in the area, the bronze cladding on top and the natural wood fins would respond to the yellow brick in the neighbouring properties. Furthermore, the proposed building lines would integrate with the approved permission at No.3 as per Fig.5 above.
- 8.16 Officers note that the retention of quality design to the building and the cladding to the parking spaces at the rear would depend on the quality of the materials. Accordingly, the decision notice would include a condition for a maintenance plan for the proposed cladding including the wood panels which would comprise treatments for weather resistance and cleaning regime.

#### *Cumulative Impact*

- 8.17 Policy DM10 sets out that the cumulative impact of development on the character of the area should be taken in to consideration, whilst acknowledging that the character of suburban areas will change and evolve over time. Therefore, development which changes or evolves the character of the area, either individually or cumulatively, is supported, as long as it is responsive to the existing character. Considering specifically the cumulative impact of the proposals on More Close, whilst the vast majority of properties are two storeys, often with roofs which come down to ground floor over a garage, there is however a mix of development styles, with some two storey detached houses with pitched roofs. Therefore, whilst a number of the approved schemes and schemes currently under consideration for More Close take a different approach to appearance, a varied appearance is present in the area already. Whilst each case needs to be assessed on its own merits, cumulatively, as long as each design respects elements of the character of the area and follows policy and guidance, the proposals are unlikely to have a significantly detrimental impact on the character of the area.
- 8.18 In summary, the proposal would provide a contemporary approach to a traditional flatted block. The massing of the proposal and its layout would fit with the character of the existing and future area. The appearance to the front would follow the essence of materials in the context and the rear would follow the existing site's landscape elements and overall the proposal would be coherent, well designed and would evolve the character of the area. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).

#### The Quality of the Proposed Residential Accommodation

- 8.19 Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent.

- 8.20 The proposed layout for the scheme would provide a legible development with separate pedestrian and vehicular entrances. The main core in the middle of the building would lead to the lower ground floor, upper floors and the communal amenity area to the rear through a pedestrian route that would not conflict with the vehicular movement at the rear.
- 8.21 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015). The internal rooms within each unit would have an appropriate ventilation and size respective to the number of the end-users. All proposed units would have a dual aspect, albeit most of the secondary aspect would be obscurely glazed. However, the decision notice would include a condition for restricted opening to the side windows to allow for through ventilation across the flats.
- 8.22 Flats G.01, 1.04, 1.01, 2.02 and 2.01 would have their main aspect to the north which would raise concerns with the amount of light received within, particularly as the secondary aspect windows would be obscurely glazed to avoid overlooking onto neighbouring sites. Accordingly, the design of the windows on the north elevation would be floor-to-ceiling to maximise the amount of daylight into these apartments.
- 8.23 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.24 The proposal would have the three-bedroom flat as an accessible unit M4(3) on the lower-ground floor with a generous private amenity. Amended drawings included a lift within the development which would allow the occupier to access their unit from the rear from the disabled car parking bay on the ground floor, as well as accessing the communal upper garden. The proposed lift would also allow for the provision of M4(2) adaptable units.
- 8.25 Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG (2016) for private open space.
- 8.26 The balconies would follow the design approach of the proposal. However, all units would have a private amenity exceeding the policy requirements and would be acceptable. Furthermore, the proposed units would have access to two communal amenity spaces, the upper-level space would have an area of 24 sq. and the lower-level space would have an area of approximately 412 sq.
- 8.27 The development would yield 14.9 sqm. of children playspace according to table 6.2 of the Croydon Local Plan (2018). The proposed children playspace would sit within the lower-level garden and the decision notice would include a condition requesting details of this playspace including play equipment and its boundary treatment.
- 8.28 In summary, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

### The Impact on Neighbouring Amenity

- 8.29 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals 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 The site borders No.4 to the east and No.6 to the west. The south adjoining property to the south on Foxley Lane would not be impacted by the proposed building due to its the separation distance from the shared boundary, the change of land levels and the existing trees on site.



*Fig.7: The site's and neighbouring properties*

- 8.31 No.6 More Close: The proposed building would sit at a distance of 13.6 metres from the side of this property which does not have any side windows overlooking the site, this building would have similar land levels to the application site. The proposed building would project approximately 6 meters beyond the neighbouring rear building-line. The combination of the separation distance and the modest rear projection of the proposal would not result in significant impact onto No.6 in terms of overbearing and loss of sun and daylight which is evident by the 45° lines in plan and elevation.



- 8.32 Furthermore, the proposed balconies would all have floor-to-ceiling- wood fins as part of the design which would conceal any direct views onto this neighbouring property. The curved-end of this wood fin treatment would be parallel to the end of the first 10 metres of the garden at No.6. Officers note that the second floor balconies would be recessed behind this 10-metres distance; however the separation distance and the restricted overlooking angle from the balconies would maintain any view angle straight down the rear of the proposed building. Accordingly, the proposed rear balconies would not compromise the privacy of the neighbouring rear garden at No.6 More Close.
- 8.33 No.6 has a live planning application reference 19/05032/FUL. The front and rear building lines of the proposal would almost align with that proposed at No.6. Accordingly, the application's proposal would not result in loss of sunlight or in an adverse overbearing impact on their internal areas. Additionally, the new developments would have communal amenity areas at the rear which would not have the same level of a protected amenity as single-family dwellings.
- 8.34 No.3 More Close: Regardless of the land-level changes which puts this property at a lower level than the application site, this property does not have any side windows overlooking the site. The nearest rear window appear to be a secondary fenestration through a balcony, which is evident by the overall depth of the building behind this balcony which doesn't exceed 5 metres. Accordingly, and on balance, the proposal would not have a significant impact on this habitable room. An argument can be made that the proposed building would cause overshadowing on this balcony. However, No.3 is a single dwellinghouse and the balcony is not the sole private amenity for the occupiers as this purpose is provided through the rear garden.
- 8.35 The proposed balconies would all have floor-to-ceiling wood fins as part of the design which would conceal any direct views onto this neighbouring property. These balconies would sit within the first 10-metres of the rear garden for No.3 and normal balconies might result in overlooking onto this private part of the garden. However, the curved-end of the wooden fins treatment would restrict the views of the balconies straight down the rear of the proposed building. Accordingly, the proposed rear balconies would not compromise the privacy of the neighbouring rear garden at No.3 More Close.
- 8.36 No.3 has an approved planning application reference 18/06093/FUL. The front and rear building lines of the proposal would almost with that proposed at No.3. Accordingly, the application's proposal would not result in loss of sunlight or in adverse overbearing impact on their internal areas. Additionally, the new

developments would have communal amenity areas at the rear which would not have the same level of a protected amenity as single-family dwellings.

- 8.37 Considering the above, the proposal took careful consideration to avoid significant impact onto the existing and proposed amenity of Nos. 3 and 6 and would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

#### Impact on Highways, Parking and Refuse Provision

- 8.38 The applicant submitted amendments and additional information to agree an acceptable position with the Council's Strategy Transport Officer in relation to gradient levels, swept paths, waste management strategy and confirming visibility splays and location/details of cycle storage. It also included a car-stacker solution to two of the car parking bays where two bays would drop to a subterranean area at the level of the lower garden. The final vehicle parking provision would be six spaces including an accessible car parking bay.
- 8.39 Vehicle Parking: The site falls within PTAL 3, the Draft London Plan (DLP) states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. The proposed parking provision would be six spaces for nine units at a ratio of 0.67. Accordingly, the proposal would fall short by one space than the DLP standards and three spaces less than 1:1 provision which the council would aspire to have in this location.
- 8.40 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces on Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.41 The site itself does not fall within a controlled parking zone (CPZ), though one exist at the entrance of the close; as per Section 4 of this report, there are a number of developments within the close at Nos. 1, 2, 3, 4, 5 and 6; and their cumulative impact would form part of the assessment of this application. These developments would result in 54 dwellings with overspill of 11.5 vehicles. While future residents might use walking and cycling during the week to access shops, rail, buses and local facilities, this would not preclude their ownership of private vehicles.
- 8.42 Considering the cumulative impact of schemes in the area, they taken together would have the potential to exceed on street parking capacity. However, the impact of the development can be mitigated through the use of restrictions on parking availability and promotion of sustainable travel. In this instance, the proposal would require:
- A financial contribution of £13,500 for sustainable transport improvements, parking controls review and for the provision of enhanced parking controls in the vicinity. This would mitigate overspill parking demand as a result of the development proposals.
  - Removal of residential parking permits entitlement for new residential units within More Close to a future CPZ.

- A financial contribution of £2,100.00 per development plot for the provision of a car-club bay, vehicle and charging point in the vicinity. This would provide alternatives to car ownership and subsequently mitigate overspill parking demand as a result of the development proposals.
- 8.43 Highways and Transport Strategy confirmed that implementing a CPZ would most likely occur following consultation with existing residents. A CPZ for Russell Hill Road, Russell Hill and More Close, where there are currently unrestricted bays, has been included in the Highways Section's programme of work.
- 8.44 Parking overspill can also be mitigated through the provision of a car club. Paragraph 6.46 of The London Plan Policy 6.13 states that: *'The Mayor, through TfL, and working with the London boroughs... will support expansion of car clubs and encourage their use of ultra-low carbon vehicles...Each car club vehicle typically results in eight privately owned vehicles being sold, and members reducing their annual car mileage by more than 25 per cent.'* Further to that, Policy T6.1D 'Residential Parking' of the Draft London Plan states that: *'Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking.'*
- 8.45 This paragraph clearly explains the position of car club bays within the London Plan under its Parking policy. The presence of a car-club bay would offset eight private vehicles, reducing the overspill from all developments to two vehicles. The implementation of the car club have shorter overall implementation time than the CPZ and does not depend on public consultation outcome. Following the implementation of the car club, the overspill from all live and approved permissions on More Close would reduce to 2.5 vehicles, which could easily be accommodated along the existing eight parking spaces on the road.
- 8.46 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance with policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 8.47 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 15 cycle parking space. The proposal would have a cycle store showing capacity of 14 bicycles located to the front of the site along the vehicular access with sliding doors to avoid conflict with passing cars, in addition to stands accommodating four bicycles to the front of the building. The location of the cycle store would be accessible, convenient, close to the entrance of the building and considering the low number of cars using the access ramp, it would be acceptable and in line with the London Cycle Design Standards. The decision notice would include a condition for details of the proposed racks within the store prior to the commencement of the development.
- 8.48 Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.



- 8.49 The proposal would include a refuse store located to the west of the vehicular access. This store would have a flat roof with a height of 2.4 metres with design and materials that would integrate with the proposed building. Waste collection would take place in a similar location to the existing house, the store shows the appropriate capacity needed for the development. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.50 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

#### Impact on trees, Flooding and Sustainability

- 8.51 Trees: Policy DM10.8 of the CLP (2018) states that: 'In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form.' Policy DM28 of the CLP (2019) states that the Council will seek to protect and enhance the borough's trees and hedgerows, adding that a condition require replacement of removed trees will be imposed and those replacement trees should meet the requirement of DM10.8.
- 8.52 The application included a BS5837 compliant Arboricultural Report which considered the effect of the proposed development on the local character, from a tree point of view. This report included a method statement to outline the way in which the retained trees, particularly those outside the site and within a proximity to the boundary, would be protected and managed during the demolition and construction processes. The decision notice would include a condition to ensure the development following the methodology of this report and a pre-commencement condition required details of the proposed no-dig systems.
- 8.53 The design aims to respond to the leafy character of the site and the area. The proposal would not remove any trees on site except for a group of trees to the front of the existing building and a tree to the rear at the lower-level garden. These are Category C trees which have low contribution to the landscape.
- 8.54 As per paragraph 8.13 of this report, the setting of the trees under TPO directed the design of the building and its curves. Notwithstanding that, due to the limitation within the site, the parking and the footpath to the rear would sit predominantly within the root protection area (RPA) of existing trees. Additionally, the proposed car-stacker lift would sit within the RPA of two trees.
- 8.55 BS5837:2012 guidance recommends that new permanent hard surfacing should not exceed 20% within an RPA. The proposed footpath would encroach on less than 17% of the notional rooting area of four trees; this percentage along with the use of cellular confinement system would limit the impact of the footpath onto existing trees.
- 8.56 Two of the vehicle parking spaces would encroach on 28% of the rooting area of three trees. To avoid the impact on these trees, the proposal would comprise a suspended surfacing which consists of screw piles installed approximately every

meter and a mesh surface attached leaving a void between the surface and the existing ground level. These piles take up a very small percentage of the overall area, their void allows for moisture and gasses exchange and does not compress the soil limiting the impact on existing trees.

- 8.57 The proposed car stacker lift would encroach 1.3% and 5% of the RPA of T2 and T8 respectively, including the working room of this lift. The marginal percentage of encroachment in addition to the steep gradient of this part of the site, which translates to a small volume of removed soil, would be acceptable.
- 8.58 Accordingly, the encroaching of hardstanding on the RPA of existing trees would not be significant and its impact would be acceptable as per Local Plan Policies DM10.8, DM27 and DM28. The decision notice would include a condition to ensure that the Arboricultural Method Statement submitted would be adhered to and to request site-tailored details of the suspended surfacing prior to the commencement of the development and a condition.
- 8.59 Flooding: The site falls outside areas with risk of flooding and not directly within a surface water flooding zone as per the information provided on the Environmental Agency Flood Map. Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario.
- 8.60 Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.
- 8.61 Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.

#### Other Matters

- 8.62 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

#### **Conclusions**

- 8.63 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 8.64 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.

- 8.65 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 8.66 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 8.67 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account 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 policy terms.

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**PART 5: Planning Applications for Decision**

**Item 5.3**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/04564/FUL  
 Location: 1 More Close, Purley, CR8 2JN  
 Ward: Purley and Woodcote  
 Description: Demolition of existing two storey detached house and erection of a three storey building to provide 9 units, with associated vehicular accesses, car parking, child play space and soft and hard landscaping as well as cycle and refuse storage.  
 Drawing Nos: 6705-PL01 Rev G, 6705-PL06, 6704-S1, 6705-PL02 Rev H, 6705-PL03 Rev G, 6705-PL04 Rev A, 6705-PL05 Rev B, Site Location Plan, MD/1909018 and 2019/5013/002 Rev B.  
 Applicant: C/O Agent  
 Agent: Howard Fairbairn MHK  
 Case Officer: Karim Badawi

	1B 2P	2B 3P	2B 4P	3B 5P	Total
Existing Provision				1	1
Proposed Provision	2	1	5	1	9

*All units would be allocated for private sales.*

Number of car parking spaces	Number of cycle parking spaces
6	16

1.1 This application is being reported to Planning Committee following a referral from Councillor Oviri. Officers note that only 9 letters, out of total 18, were received prior to the end of the second 21 days consultation period.

**2.0 RECOMMENDATION**

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

- a) A financial contribution of £13,500 for sustainable transport improvements, parking control review and enhancements;
- b) A financial contribution of £2,100 for the provision of a car club bay, vehicle and charging point in the vicinity of the site; and
- c) Restricting residential parking permit for future occupiers of the development;
- d) Monitoring fee; and
- e) And any other planning obligations considered necessary.

- 2.2 That the Planning Committee resolve to GRANT planning permission, the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

**Conditions**

1. Time limit of 3 years;
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions;

**Pre-Commencement Conditions**

3. Details and samples of materials to be submitted for approval;
4. Detailed elevational drawings (Scale 1:10) showing window reveals;
5. Details of soft and hard landscaping including: retaining walls, boundary treatment, replacement trees and pathway between car parking areas;
6. Details of biodiversity enhancement;
7. Full details of cycle storage to be submitted for approval;
8. Construction Method Statement / Construction Logistics Plan to be submitted;
9. SuDS condition;

**Pre-Occupation Conditions**

10. Car parking provided as specified;
11. Details of electric vehicle charging point to be submitted;
12. Refuse/cycle parking provided as specified;

**Compliance Conditions**

13. Accessible homes for ground floor units;
14. Visibility splays as approved;
15. Accordance with Arboriculture Method Statement;
16. Energy and Water efficiency;
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

**Informatives:**

1. Community Infrastructure Levy;
2. Code of practise for Construction Sites;
3. Light pollution;
4. Requirement for ultra-low NOx boilers;
5. Nesting birds in buildings;
6. LLFA notes on the submitted Flood Risk Assessment; and
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

**3.0 PROPOSAL AND LOCATION DETAILS**

**Proposal**



- 3.1 The proposal is for a three-storeys flatted corner block and a single-storey extension. The building would have three flats on each floor with a total of 9 flats (2x 1-bed, 6 x 2-bed and 1 x 3-bed). The proposed six parking spaces would sit on both street frontages and would include one accessible parking space.

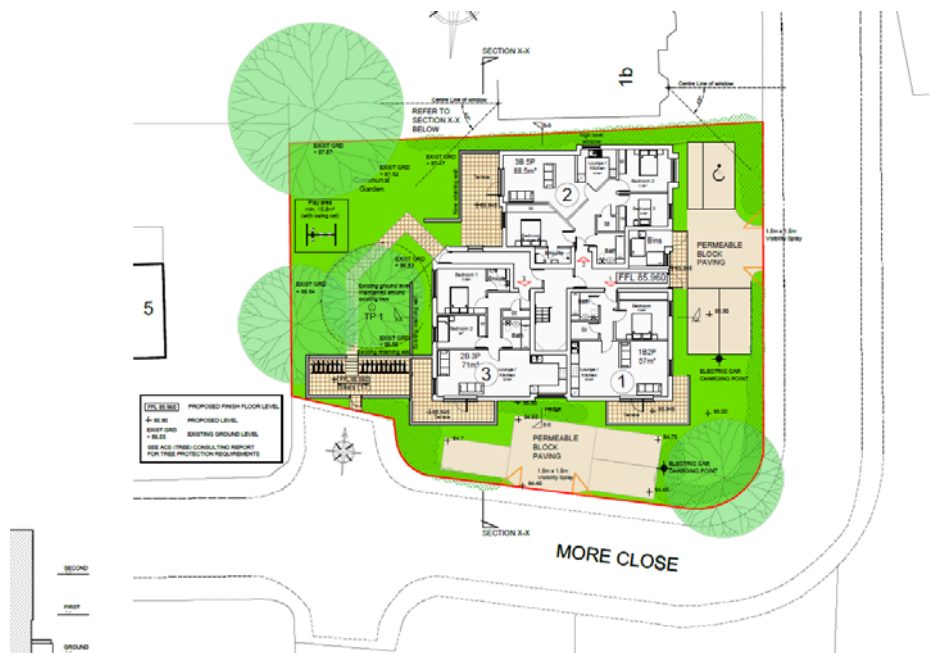


Fig. 1:  
Proposed  
Site Plan



Fig. 2:  
Proposed  
Main (east)  
Elevation.

- 3.2 Amended plans were received following comprising the following:
- Setting in the north elevation to suit the topographical survey;
  - Moving windows on the side elevation to avoid potential felling of the TPO tree;
  - Relocating one parking bay and improving rear access corridor;
  - Increasing the private amenity of Flat 1; and
  - Clarifying the visibility splays of the proposed vehicular entrances.

## **Site and Surroundings**

- 3.3 The application relates to a corner site, on the bend, to the northwest of More Close with a total surface area of 941 sq. the site has a descending slope from north to south with an overall height difference of 2.3 metres. The existing building is two-storey flat roof, its first-floor comprises wood cladding and a large area of overhang around the corner.
- 3.4 More Close is a residential street, characterised by a mixture of large detached houses of different sizes, shapes and designs. However, a consistent character throughout comprises yellow brick, white timber claddings, open front gardens with a mixture of hipped and flat roofs. The immediate wider area comprises a mix of residential buildings typology which includes flatted blocks.
- 3.5 The site falls within PTAL 3 and outside a controlled parking zone, outside a low and medium flood risk zones and has two trees under TPO (143) in the rear garden which comprises heavy boundary vegetation and flat lawns.



*Fig. 3: Aerial view of the site*

## **Planning History**

- 3.6 The site has the following planning history, including pre-application submission prior to this application.
- 01/01158/P - Erection of side extension to existing garage. – Granted 27/06/2001
  - 19/02432/PRE - Proposed demolition of the existing house and erection of a new block of flats comprising 9no. flats. – Closed 25/07/2019.

3.7 Members should be aware of planning permissions in the surrounding area detailed below and arranged as per proximity to the site:

5 More Close:

- 20/00404/OUT– Outline application for the consideration of access and layout only in relation to the construction of a part three, part four-storey building comprising nine flats (7 x 2-beds and 2 x 3-bed), associated four car parking spaces, cycle parking and refuse provision; following demolition of existing dwelling - Under Consideration.

2 More Close:

- 18/03342/FUL– Demolition of existing property, erection on three/four storey building comprising 9 flats (2c three-bedrooms, 5 x two-bedrooms and 2 x 1-bedroom flats) including balconies with new access, parking area, refuse and cycle storage. – Granted 06.03.2019.

3 More Close:

- 18/06093/FUL– Demolition of existing property, erection of three/four storey building comprising 9 flats including balconies with parking area, landscaping, child play spaces, refuse and cycle storage – Granted 02.05.2019

4 More Close:

- 19/04564/FUL– Construction of a part-three-/ part-four-storey building to accommodate nine flats, a new vehicular access and parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse. - Under Consideration.

6 More Close:

- 19/05032/FUL– Construction of two interlinked blocks to accommodate 9 flats (3 x 1-bed, 3 x 2-bed and 3 x 3-bed) with associated 7 car parking spaces, refuse store and cycle store facilities; following demolition of existing dwellinghouse. – Under Consideration.

1A Russell Hill:

- 18/05423/FUL – Erection of detached three bedroom dwelling to rear fronting More Close – Granted 21.12.2018

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

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable under the terms of s.106 agreement.

- Trees and sustainability aspects have been properly assessed and the development's impact would be controlled through planning obligations and planning conditions.

## 5.0 CONSULTATION RESPONSE

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

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 17 letters of notification to neighbouring properties in the vicinity of the application site across two consultation exercises following the receipt of amended information. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 18                      Objecting: 17                      Supporting: 0

Comment: 1

6.2 **Table 1**, below, stated the issues 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:

Summary of objections	Response
<i>Principle of development Full assessment within paragraphs 8.2 to 8.9</i>	
Proposal doesn't have 3-bedroom or bigger at 30% as per policy.	Policy allows 2-bed/4-persons to be counted towards family accommodation.
No replacement to the existing family home.	The proposal would have 30% family units, two of which would be three-bedroom flats and one of which would have direct access to private rear amenity.
Nine units scheme instead of 10 to avoid providing affordable homes	Same objector raised a concern that the proposal was an overdevelopment. Nonetheless, Officers are satisfied that the proposal would optimise the use of the site.
Over intensification – Too dense.	The density of the proposal would not yield an overly intensified scheme.
The area needs family housing instead of luxury housing.	Housing need in the borough extends across all sizes and tenures.
The proposal is contrary to all published policies.	Officers are satisfied that the proposal would accord with the local and national policies.
The application must be viewed with considerations to approved planning permissions and other live applications in the area.	Noted.

One-, and two-bedroom can be amalgamated to produce three-bedroom flats	The planning application is minded with the presented proposal. The development would provide the required family units for its scale as per Croydon Local Plan (2018).
<b><i>Design Full assessment within paragraphs 8.10 to 8.16</i></b>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
The design and roof-form would be out of character.	The flat roof is similar to existing building and the proposal would match the approved planning permission at No.2 More Close.
Glass balconies are dominant in the elevations.	Glass balconies are similar to those approved at No.2 More Close. Nonetheless, they do not form a significant portion of the materials pallet of the elevations.
External refuse store is highly visible and not integral	The final plans have an integral refuse store within the building.
Overdevelopment of the site.	The proposal would be built on less than 50% of its total area and would not be considered an overdevelopment.
<b><i>Neighbour Amenity Full assessment within paragraphs 8.27 to 8.34.</i></b>	
Overlooking onto neighbouring properties	Side windows would all be high-level and the balconies would have a privacy screen with a height of 1.8 metres.
Proposal would directly look into No.7 More Close	The application site and No.7 are separated by No. 5 More Close and direct looking into these internal spaces would not be highly likely by the development.
<b><i>Traffic &amp; Parking Full assessment within paragraphs 8.35 to 8.47</i></b>	
Negative impact on parking and traffic in the area from the development within the close.	The proposed s.106 obligation aims to reduce the impact on parking and traffic in the area.
The proposed four parking spaces would not be sufficient.	The proposal would include six car parking spaces. The planning permission would include s.106 obligations to avoid impact on parking in the area.
Parking spaces around the corner with the tree impacting their visibility splay	
<b><i>Other matters</i></b>	
Loss of Trees	The proposed removal of two trees and part of a hedge would be acceptable. Full assessment within paragraphs 8.48 to 8.51.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering

	infrastructure to support the development of the area.
Massive 3-metres dig would impact the garden and the planting within No.7 More Close.	Application site is not bordering No.7 More Close.
Development in the close is changing its social structure.	This proposal and others in the close are small size intensification schemes which are in line with the local adopted planning policies.

6.3 Councillor Oni Oviri referred the planning application to the Planning Committee citing the following concerns:

- The contemporary design is totally out of character for this area and does not respect the appearance of surrounding properties
- High density/over development of the site with a significant loss of garden land
- The block of flats are significantly larger at three storeys than those either side of this proposed development and will dominate the street-scene
- There will be a loss of privacy for the nearby neighbours as they will now be overlooked by this block of flats.
- Additional noise will be created by this development which will be detrimental to the existing residents
- There is no lift is proposed for this property. This means that access to the development is only available via stairs and therefore:
  - a. Disabled people will not be able to occupy any of the proposed nine flats, and
  - b. Visitors who are disabled will not be able to call on/visit friends living in any of the other eight flats. This is shameful and against the spirit if not the law of the Disability Discrimination Act.

6.4 One comment supported the proposal as it would provide sufficient car parking spaces and the exterior design would compliment and enhance the existing built environment.

## 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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

#### 7.4 Consolidated London Plan 2016

- 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
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

#### 7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid

- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development

#### 7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

#### 7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

#### 7.8 Emerging New London Plan

7.9 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target. 7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.10 It is important to note that in the Intend to Publish New London Plan that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets. 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning



applications. 7.8 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.4 above.

- 7.11 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

- 8.1 The principal issues of this particular application relate to:

- A. The Principle of the Development
- B. The Design of the Proposal and its Impact on the Character of the Area
- C. The Quality of the Proposed Residential Accommodation
- D. Impact on Neighbouring Amenity
- E. Impact on Highways, Parking and Refuse Provision
- F. Impacts on Trees and Ecology
- G. Sustainability and Flooding
- H. Other matters

### The Principle of Development

- 8.2 Proposed Land Use: Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites.
- 8.3 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.8 above
- 8.4 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of flatted block with a maximum of three-storey height; it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.5 Unit Mix: Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. The proposal would have 67% of the overall mix of accommodation as two-bedroom/four-person and bigger, which would exceed the strategic target and would ensure a choice of homes of different sizes is available in the borough.

- 8.6 Loss of Existing Land Use: Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sq. The proposal would provide two three-bedroom dwellings following the demolition of one family home with an existing area of 190 sq. accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sq. and the proposal would be acceptable.
- 8.7 Density: The site is in a suburban setting with a PTAL rating of 3; the London Plan indicates that a suitable density level range for such a setting would be 35-95 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha). The site is approximately 0.09 ha and the proposal would have a density of 96.6 u/ha and 279 hr/ha. Officers note the increased density when compared to the London matrix. However, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility to support higher density schemes (beyond the density range) where they are acceptable in all other regards such as design, quality of proposed accommodation and impact on neighbouring amenity and traffic. As per the below assessment, these considerations would be deemed acceptable; accordingly, the density of the proposal would be acceptable in this instance.
- 8.8 Affordable Housing: The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 8.9 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

#### Impact of the Development on the Character and Appearance of the Area

- 8.10 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.
- 8.11 The proposed layout would follow the existing building line and match that of No.1A More Close. It would surpass No.5's; however, considering the corner location of the site, it would be acceptable particularly as the front building line along the road is characterised by a general guide rather than a hard line due to the curves in the road and the protruding elements for some of the houses. The location of the car parking spaces along the frontages would follow the open front garden character of the area. Their division would reduce the vehicle dominant appearance onto the frontages especially as they would sit behind hedges with a boundary treatment fit for the existing and emerging townscape in the close.
- 8.12 The proposed layout would use the existing garden space as a communal amenity area which would maintain its privacy of the road behind the proposed cycle stores. The proposal would also retain the entrance location to the east which would be acceptable. At present, the layout would make the south car park users go onto the footway to get the main access; this could easily be rectified and the decision notice would include a pre-commencement condition for

landscaping and specify the provision of an onsite pathway to link both car parking areas.

- 8.13 The topography descends to its lowest at the corner point of the site and along the south elevation; this would result in the perception of the building to have a bigger mass and bulk along the south elevation. However, this bulk would not appear excessive as the building's maximum height would sit at three-storeys. The cycle store would extend the brickwork along the south elevation but would be acceptable due to its single-storey height. Overall the design is considered to respond well to its corner location.
- 8.14 Policy DM10 sets out that the cumulative impact of development on the character of the area should be taken in to consideration, whilst acknowledging that the character of suburban areas will change and evolve over time. Therefore, development which changes or evolves the character of the area, either individually or cumulatively, is supported, as long as it is responsive to the character of the area. In relation to More Close, the vast majority of properties are two storeys, often with roofs which come down to ground floor over a garage; in addition to a mix of styles, some properties are two storey detached houses with pitched roofs and indeed the existing building on site is a detached two-storey building with a flat roof. Therefore, whilst a number of the approved schemes and schemes currently under consideration for More Close are taking a different approach to appearance, a varied appearance is already present in the area. While each case needs to be assessed on its own merits, cumulatively, as long as each design respects elements of the character of the area and follows policy and guidance, the proposed developments in the area would unlikely have a significantly detrimental cumulative impact on its character.
- 8.15 This particular proposal would have a contemporary approach with flat roofs which would appear in form and massing similar to the existing building and the proposed approved development at Nos. 2 & 3 More Close. The proposed materials would fit with its context, the facing brick would be similar to that on the existing building and the bronze cladding would respond to the dark wood cladding on the existing building.



*Fig 4. Comparison between the proposal on the left and approved proposal at No. 3 More Close on the right.*

- 8.16 In summary, the proposal would provide a contemporary approach to a traditional flatted block. The massing of the proposal and its layout would fit with the character of the existing and future area. The appearance to the front would follow the essence of materials in the context and the rear would follow the existing site's landscape arrangement. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).

## The Quality of the Proposed Residential Accommodation

- 8.17 Internal Areas: Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent.
- 8.18 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015). Despite the unconventional angled-layout for some of the units, all the internal rooms would have an appropriate ventilation and size respective to the number of the end-users.
- 8.19 The proposed internal layout for the building would provide a legible development with a single entrance to the main corridor which would lead to the rear communal amenity and provide a secondary link to the cycle store. The layout would also result in providing a dual aspect to all proposed units, albeit some of this secondary aspect would be obscurely glazed to the north and west elevations. The decision notice would include a condition for restricted opening to the side windows to ensure each habitable room would have appropriate ventilation and for the provision through ventilation across all flats.
- 8.20 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.21 Accessibility: Policy D5 of the Draft London Plan paragraph 3.5.6 states that *'in exceptional circumstances, the provision of a lift to dwelling entrances may not be achievable. In the following circumstances and in blocks of four storeys or less, it may be necessary to apply some flexibility in the application of this policy'*; this echoes Policy 3.8 of The London Plan, paragraph 3.48A.
- 8.22 The proposal would have three-storeys internally and the lack of a lift would be acceptable in this instance. The ground-floor units would have step-free access from the car park and street levels. The rear communal area would sit at a level higher than the building by 1.1 metres and would not be levelled access for the wheelchair future occupier. However, the amenity spaces for the M4 (3) units would be generous, at 20sqm, with extended views as it would open up onto the communal area which would be acceptable.
- 8.23 Amenity Areas: Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG for private open space.
- 8.24 All units would have private balconies as per policy requirements, with at least one side of the L-shaped balconies, exceeding the width of 1.5 metres which would be acceptable.
- 8.25 Furthermore, the proposed units would have access to communal amenity with an approximate surface area of 176 sq. which would be sufficient to hold the required 12.4 sq. of children playspace along with sufficient space of semi-private retreat.
- 8.26 In summary, the proposal would provide adequate, suitable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms'

adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

### The Impact on Neighbouring Amenity

8.27 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals 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.

8.28 The site borders No.1A to the north and No.5 to the west.



*Fig. 5 : Site's adjoining properties.*

8.29 No.1B More Close: This property falls on the shared north boundary of the site and the land-level changes which puts this property at a higher level than the application site. This property does not have any clear side windows overlooking the site. The proposed building would sit along its rear building line and along the line of the front nearest bay window. Accordingly, the proposal would not raise any overbearing impact or loss of light to the internal areas of this property.

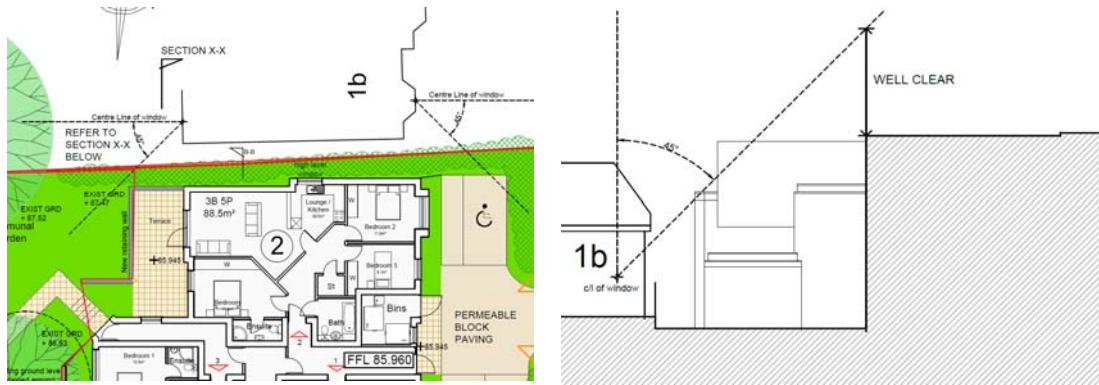


Fig. 6 : Relationship of Proposed Building with Neighbouring Property No. 1b More Close.

- 8.30 The proposed balconies to the rear would have a privacy screen to the north elevation, these screens would restrict any views down the garden of the proposed development to prevent overlooking onto the rear private amenity of No.1b.
- 8.31 No.5 More Close: this property sits to along the west boundary of the site. The proposed building would sit at a distance of 20.36 metres from the side of this property which does not have any side windows overlooking the site. This separation distance would not result in significant impact onto No.5 in terms of overbearing and loss of sun and daylight.
- 8.32 Officers note the presence of balconies overlooking No.5. These balconies would sit 25 metres from the rear area of No.5 which is the area protected by policy from direct overlooking. Additionally, No. 5 appears to make good use of a garden to its side, adjacent to the application site. However, while this side area would be closer than 22 metres, is not currently private and visible from the street. On balance, the proposed and existing landscape screening, overlooking the impact on this property would be acceptable.



Fig. 7 : Relationship of Proposed Building with Neighbouring Property No. 5 More Close with measurements taken from the location of the outer edge of upper floor balconies.

- 8.33 No.5 More Close has a live application for the development of a block of flats on site. The proposed building at No.1 would sit at a distance of 15 metres to the

side of this block of flats; this would exceed the Suburban Design Guide SPD2 guidance for 12 metres between new-to-new buildings and would be acceptable.

- 8.34 Considering the above, the proposal took careful consideration to avoid significant impact onto the existing and proposed amenity of No. 1b and the existing and proposed buildings at No.5. As such, the proposal would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

#### Impact on Highways, Parking and Refuse Provision

- 8.35 Vehicle Parking: The site falls within PTAL 3, it has an existing crossover. The proposal would comprise three vehicle parking spaces along the north arm of More Close and three vehicle parking spaces along the south arm of More Close. Each set of parking would have its dedicated entrance with the north arm parking area maintaining the existing crossover on site. The south area parking area would have a new crossover at a distance of 15.4 metres from the corner of the highway which would allow for appropriate visibility splays to ensure pedestrian and vehicular safety in the area.
- 8.36 The proposed parking provision would be six spaces for nine units at a ratio of 0.67. The Draft London Plan states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. Accordingly, the proposal would fall short by one space than the DLP standards and three spaces less than 1:1 provision.
- 8.37 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces onto Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.38 The site itself does not fall within a controlled parking zone (CPZ), though one exist at the entrance of the Close; as per Section 4 of this report, there are a number of developments within the close at Nos. 1, 2, 3, 4, 5 and 6; and their cumulative impact would form part of the assessment of this application. These developments would result in 54 flats with overspill of 11.5 vehicles. While future residents might use walking and cycling during the week to access shops, rail, buses and local facilities, this would not preclude their ownership of private vehicles.
- 8.39 Considering the cumulative impact of schemes in the area, they taken together would have the potential to exceed on street parking capacity. However, the impact of the development can be mitigated through the use of restrictions on parking availability and promotion of sustainable travel. In this instance, the proposal would require:
- A financial contribution of £13,500 for sustainable transport improvements, parking controls review and for the provision of enhanced parking controls in the vicinity. This would mitigate overspill parking demand as a result of the development proposals.
  - Removal of residential parking permits entitlement for new residential units within More Close to a future CPZ.

- A financial contribution of £2,100.00 per development plot for the provision of a car-club bay, vehicle and charging point in the vicinity. This would provide alternatives to car ownership and subsequently mitigate overspill parking demand as a result of the development proposals.
- 8.40 Highways and Transport Strategy confirmed that implementing a CPZ would most likely occur following consultation with existing residents or using the powers given to the Council. A CPZ for Russell Hill Road, Russell Hill and More Close, where there are currently unrestricted bays, will go on Highways programme for March of 2021 for start of consultation with locals and planned implementation in 2021/2022. The CPZ would be beneficial to these residents and would retain their rights to on-street parking and would exclude these rights from all future residents within More Close and Russell Hill and Russell Hill Road.
- 8.41 A second strategy to overcome parking overspill concern would be the extension of car-club schemes onto the close. Paragraph 6.46 of The London Plan Policy 6.13 states that: *'The Mayor, through TfL, and working with the London boroughs... will support expansion of car clubs and encourage their use of ultra-low carbon vehicles... Each car club vehicle typically results in eight privately owned vehicles being sold, and members reducing their annual car mileage by more than 25 per cent.'* Further to that, Policy T6.1D 'Residential Parking' of the Draft London Plan states that: *'Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking.'*
- 8.42 This paragraph clearly explains the position of car club bays within the London Plan under its Parking policy. The presence of a car-club bay would offset eight private vehicles, reducing the overspill from all developments to two vehicles. The implementation of the car club have shorter overall implementation time than the CPZ and does not depend on public consultation outcome. Following the implementation of the car club, the overspill from all live and approved permissions on More Close would reduce to 2.5 vehicles, which could easily be accommodated along the existing eight parking spaces on the road.
- 8.43 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance to policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 8.44 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 16 cycle parking space. The proposal would have a cycle store showing capacity of 17 bicycles located to the rear (west) of the site with a direct street access. The decision notice would include a condition requesting details of the proposed cycle parking layout and manufacturer for the stands prior to occupation.
- 8.45 Waste Management: Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.



- 8.46 The proposal would include a refuse store located to the east of the proposed building adjacent to the main building's entrance. This store would accommodate sufficient bins for the required capacity of the development. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.47 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

### Impact on Trees and Ecology

- 8.48 Trees: Policy DM10.8 of the CLP (2018) states that: 'In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form.' Policy DM28 of the CLP (2019) states that the Council will seek to protect and enhance the borough's trees and hedgerows, adding that a condition require replacement of removed trees will be imposed and those replacement trees should meet the requirement of DM10.8.
- 8.49 The application included a BS5837 compliant Arboricultural Assessment Report which considered the effect of the proposed development on the local character, from a tree point of view. This report included a method statement to outline the way in which the retained trees inside and outside the site within a proximity to the boundary, would be protected and managed during the demolition and construction processes. The decision notice would include a condition to ensure the development following the methodology of this report.
- 8.50 The report also explained that the root protection area for the TPO tree would not be affected by the development as the existing retaining walls truncated the normal circular growth of the roots. The development would maintain and not pass this retaining wall, thus having no impact on the TPO tree.
- 8.51 This report identified three moderate Category B trees and three category C trees, group of trees and hedges and one U Category tree across the site. The proposal would remove the identified category U tree; in addition to a Sycamore tree and part of the existing ash group (both Category C) along the south elevation to accommodate the new vehicular access. This would be acceptable, the decision notice would include a landscape condition specifying a minimum of two trees and a hedge would be planted on site in line with Policy DM28.
- 8.52 The site falls outside ecological designated areas, Policy DM27 of the Croydon Local Plan (2018) states that '*To enhance biodiversity across the borough and improve access to nature, development proposals should incorporate biodiversity on development sites to enhance local flora and fauna and aid pollination locally;*' The decision notice would include a condition to implement biodiversity enhancements within the development in accordance with policy.

## Sustainability and Flooding

- 8.53 Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved.
- 8.54 Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.
- 8.55 Flooding: The site falls outside areas with risk of flooding and not directly within a surface water flooding zone as per the information provided on the Environmental Agency Flood Map. Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario.
- 8.56 The submitted Design and Access Statement included a section regarding flood risk assessment. This brief section concluded that the site falls within a low surface water flood risk zone and that permeable paving would be proposed therefore the risk is reduced further, in addition to paving slabs would drain the water to the surrounding soft beds.
- 8.57 The decision notice would include conditions for detailed Sustainable Urban Drainage Strategy to be agreed prior to the commencement of the development on site. This would ensure lack of impact resulting from the development onto nearby sites as well as suitable water discharge onsite.

## Other Matters

- 8.58 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

## **9.0 CONCLUSIONS**

- 9.1 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 9.2 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.
- 9.3 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The

development has been designed to ensure that the amenity of existing local residents would not be compromised.

- 9.4 In addition, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 9.5 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account 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 policy terms.

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**PART 5: Planning Applications for Decision**

**Item 5.4**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05032/FUL  
 Location: 6 More Close, Purley, CR8 2JN  
 Ward: Purley and Woodcote  
 Description: Demolition of existing dwellinghouse and the construction of two interlinked blocks to accommodate 9 flats with associated 7 car parking spaces, refuse store and cycle store facilities.  
 Drawing Nos: E000, E001, E009, E010, E011, E012, E030 Rev A, E031, P001 Rev D, P007 Rev B, P008 Rev B, P009 Rev B, P010 Rev C, P011 Rev B, P012 Rev B, P013 Rev B, P014 Rev D, P030 Rev E, P031 Rev D, P032 Rev A, P033, P040 Rev C, P041 Rev D, P042 Rev C.  
 Applicant: Mr Carlo Navato – Haxted  
 Agent: Mr Murrey Kerr – Denizen Works  
 Case Officer: Karim Badawi

	1B 2P	2B 4P	3B 5P	4B	Total
Existing Provision				1	1
Proposed Provision	3	3	3		9

*All units would be allocated for private sales.*

Number of car parking spaces	Number of cycle parking spaces
4	18

1.1 This application is being reported to Planning Committee following receipt of a referral from a Ward Councillor (Councillor Quadir). Officers note that only three objection letters out of 14 were received before the end of the consultation period.

**2.0 RECOMMENDATION**

- 1.1. That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £13,500 for sustainable transport improvements, parking control review and enhancements;
  - b) A financial contribution of £2,100 for the provision of a car club bay, vehicle and charging point in the vicinity of the site; and
  - c) Restricting residential parking permit for future occupiers of the development;
  - d) Retention of architectural team to maintain the standard of the design of the development;

- e) Securing the architectural team during the development of the proposal;
- f) Monitoring fee; and
- g) And any other planning obligations considered necessary.

2.1 That the Planning Committee resolve to GRANT planning permission, 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**

Standard Conditions:

1. Time limit of 3 years;
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions;

Pre-Commencement Conditions

3. Arboricultural Impact Assessment and Tree Protection Plan in accordance with BS5837;
4. Details and samples of materials including sample boards of all facing materials, fenestrations and finishes to be submitted for approval;
5. Details of hard and soft landscaping to the communal area including; landscape plan with tree planting to the front and rear of the site, hard and soft landscaping palettes, boundary treatments, retaining walls, lighting and furniture.
6. SuDs details across the site in conjunction with the landscape strategy;
7. Demolition and Construction Method Statement / Demolition and Construction Logistics Plan to be submitted for approval;
8. Details of vehicular and pedestrian visibility splays and EVCP installation;
9. Details of internal configuration to the cycle store and the bin stores;
10. Biodiversity enhancement layout.

Pre-Occupation Conditions

11. Secured by design;

Compliance Conditions

12. Accessible homes;
13. Upper floor side windows made obscure;
14. Car Parking laid out including EVCP as approved;
15. Cycle store laid out as approved;
16. Refuse store laid out as approved;
17. Action in accordance with ecological appraisal recommendations;
18. Energy and Water efficiency; and
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

**Informatives:**

1. Community Infrastructure Levy;
2. Code of practise for Construction Sites;



3. Light pollution;
4. Requirement for ultra-low NOx boilers; and
5. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

### 3.0 PROPOSAL AND LOCATION DETAILS

#### Proposal

- 3.1 The proposal is for a building comprises two separate blocks connected with the stair core. Both blocks would have three floors internally but would sit on ground platforms of different height resulting in the east block appearing higher than the west block in the streetscene. The site plan would include two separate pairs of four perpendicular parking spaces to the front, a cycle and bin store to the front and a stepped communal amenity to the rear.



Fig. 1: Site Plan / Lower Ground Floor Plan



*Fig. 2: CGI for the front view*



*Fig. 3: CGI for the rear view*

3.2 Amended plans were received which comprised:

- Changing the proposed parking from seven to four spaces;
- Changing the proposed main material from white render to red brick;
- Enlarging the cycle store and the bin stores;
- Amendments to the site layout to improve the quality of internal and external spaces; and
- Further information / detailed drawings to the proposal.

### **Site and Surroundings**

3.3 The application relates to a quadrilateral site to the south side of More Close with a total area of 0.09 hectares. The site comprises a two-storey detached dwellinghouse and borders No. 4 to the east and No.8 to the west. Half of the rear boundary of the site runs along No.4's private garden and the other half have a shared boundary with No.8 Foxley Lane (Reynard court). The site has a steep gradient, descending from street level; the house sits 1.5 metres below the street and the site descend approximately 3.5 meters from the front to the farthest rear corner. The ground then continues to fall away to Foxley Lane with a severe drop along the shard rear boundaries of properties along More Close.



*Fig. 4: Aerial view of the site*

3.4 More Close is a residential street, characterised by a mixture of large detached houses of different sizes, shapes and designs. However, a consistent character throughout comprises yellow brick, white timber claddings, open front gardens with a mixture of hipped and flat roofs. The immediate wider area comprises a mix of residential buildings typology which includes flatted blocks.

- 3.5 The site falls within PTAL 3 and outside controlled parking zone, on the boundary of a low surface water flood risk zone and is has TPO (7,1972) Protecting a mature Lime tree situated within the rear garden which comprises heavy boundary vegetation and flat lawns.

### **Planning History**

- 3.6 There are no recent planning applications of relevance at the application site. Members should be aware that the application followed pre-application discussions with the Local Planning Authority reference 19/02720/PRE for a similar proposal.
- 3.7 Members should also be aware of planning history in the surrounding area detailed below and arranged as per proximity to the site:

#### 4 More Close:

19/04478/FUL: Construction of a part-three-/ part-four-storey building to accommodate nine flats, a new vehicular access and four parking spaces, associated refuse and cycle stores along with hard and soft landscaping; following the demolition of existing dwellinghouse. – *Under Consideration.*

#### 5 More Close:

20/00404/OUT: Outline application for the consideration of access and layout only in relation to the construction of a part three, part four-storey building comprising nine flats (7 x 2-beds and 2 x 3-bed), associated four car parking spaces, cycle parking and refuse provision; following demolition of existing dwelling - *Under Consideration.*

#### 3 More Close:

18/06093/FUL: Demolition of existing property, erection of three/four storey building comprising 9 flats including balconies with parking area, landscaping, child play spaces, refuse and cycle storage – *Granted 02.05.2019*

#### 1 More Close:

19/04564/FUL: Demolition of existing two-storey detached house and erection of a three-storey building to provide 9 units, with associated vehicular accesses, car parking, child playspace and soft and hard landscaping as well as cycle and refuse storage. – *Under Consideration.*

#### 2 More Close:

18/03342/FUL: Demolition of existing property, erection on three/four storey building comprising 9 flats (2c three-bedrooms, 5 x two-bedrooms and 2 x 1-bedroom flats) including balconies with new access, parking area , refuse and cycle storage. – *Granted 06.03.2019.*

#### 2 More Close:

20/00770/FUL: Construction of 2 x 1-bedroom dwellinghouses to the front of No. 2 More Close; following the division of its front garden. – *Refused 29.05.2020*

1A Russell Hill: (at the beginning of the close to the front of No.2 More Close)

18/05423/FUL: Erection of detached three bedroom dwelling to rear fronting More Close – *Granted 21.12.2018.*

#### 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- The proposal would protect and respect the setting of the tree under TPO onsite.

#### 5.0 CONSULTATION RESPONSE

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

#### 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 60 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 14                      Objecting: 14                      Supporting: 0

Comment: 1

6.2 The table below, stated the issues 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:

Summary of objections	Response
<i>Principle of development Full assessment within Section 8A of this report.</i>	
The proposal wouldn't have 30% as three-bedroom or more.	Incorrect objection, the building would have 30% of the mix as three-bedroom flats.
No replacement to the existing family home.	The proposal would have 30% family units, two of which would be three-bedroom flats and one of which would have direct access to private rear amenity.

Nine units scheme instead of 10 to avoid providing affordable homes.	Same objector raised a concern that the mass was too big for the area. Nonetheless, Officers are satisfied that the proposal would optimise the use of the site.
Over intensification of More Close due to the number of developments within its boundaries.	Richard: I don't know what to say to this one. Most of the developments are not presenting significant overdevelopment on their own merits, the Council is taking certain measures to overcome impact on traffic, loss of single family dwelling is mitigated by providing family-sized units with direct access to rear gardens/large private amenity areas.
Existing properties should be kept for future families instead of losing them to flatted blocks.	The sale of private properties is a matter for their landlords. Officers are only concerned with the proposal submitted within the application.
Purley is saturated with flats and proposed units are not needed.	The Council has a housing target which is yet to be met.
Proposed flats are luxury flats and not addressing social housing.	Proposal is not obliged to provide social housing according to policies.
Proposal increase above 100% in size than existing building.	The proposal would have a different typology to existing building and should not be comparable in size.
<b><i>Design Full assessment within Section 8B of this report.</i></b>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
Refuse store is not visually discreet	The bin store forms part of the retaining walls and the building fabric even though it is external.
Three-storey building is higher than any other building in the street	The proposed height is recommended within our Croydon Local Plan (2018) for intensification development. Furthermore, the street have a number of intensification developments with three and four storey height.
The proposed rear projections is complicated appearance.	The rear projection would fit with the overall form of the building.
<b><i>Impact on Amenity Full assessment within Section 8C&amp;8D of this report.</i></b>	
High number of balconies and windows overlooking adjoining properties	Balconies would have solid walls to the side restricting their viewing angle and windows would mimic a normal urban relationship.
Proposed size will block sun/daylight to neighbouring properties.	The scale of the building would not cause significant loss to sun/daylight to adjoining properties.
3-bed/5-persons unit would not adhere to natural	This unit would get sufficient light as per BRE policies.

lighting as it would be sitting in the hill.	
<i>Traffic &amp; Parking Full assessment within Section 8E of this report.</i>	
Negative impact on parking and traffic in the area from the development within the close.	The proposed s.106 obligation aims to reduce the impact on parking and traffic in the area.
The proposed four parking spaces would not be sufficient.	Amended drawings provided six car parking spaces in total. The planning permission would include s.106 obligations to avoid impact on parking in the area.
<i>Other matters</i>	
Construction disturbance.	The decision notice would include a Construction Logistics Plan to ensure low levels of disturbance during construction process.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.
Proposed units would not be sellable.	Not a planning consideration.

6.3 Councillor Badsha Quadir referred the planning application to the Planning Committee citing the following concerns:

- The proposed development is not in keeping within the characteristics of the local area.
- Loss of privacy for the adjoining properties due to windows and balconies overlooking the property.
- Proposed parking is on a corner and hence provides a potential safety hazard.

6.4 Purley and Woodcote Residents Association raised the following objection points:

- It is massively oversized in the context of the character of the local area and compared with its immediate neighbours on either side.
- There are already a number of other developments proposed for this small quiet residential cul-de-sac. The cumulative impact of yet another such development would be hugely damaging to the appearance and character of the road.
- The street scene, particularly as viewed from the houses on the other higher side of the road, and compared with their current open view down into and across the valley, would be severely compromised.

## **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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

7.4 Consolidated London Plan 2016

- 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
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development

### Emerging London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target. 7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note that in the Intend to Publish New London Plan that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets. 7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## 7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

## 7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance.

## 8.0 MATERIAL PLANNING CONSIDERATIONS

### 8.1 The principal issues of this particular application relate to:

- A. The Principle of the Development
- B. Impact of the development on the character and appearance of the area
- C. The Quality of the Proposed Residential Accommodation
- D. Impact on Neighbouring Amenity
- E. Impact on Highways, Parking and Refuse Provision
- F. Impacts on Trees, Flooding and Sustainability
- G. Other matters

### The Principle of Development

- 8.2 Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites before 2036.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of two-storey dwellinghouses, it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.4 Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. The proposed mix would have 33% as three-bedroom units and would be in accordance with policy.
- 8.5 Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sqm. The proposal would provide three three-bedroom dwellings following the demolition of one four-bedroom family home with an existing area

of 177.5 sqm; accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sqm and the proposal would be acceptable.

- 8.6 The site is in a suburban setting with a PTAL rating of 3; the London Plan indicates that a suitable density level range for such a setting would be 35-95 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha). The site is approximately 0.09 ha and the proposal would have a density of 100 u/ha and 300 hr/ha. Officers note the marginal increased habitable room density when compared to the London matrix. However, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility to support higher density schemes (beyond the density range) where they are acceptable in all other regards such as design, quality of proposed accommodation and impact on neighbouring amenity and traffic. As per the below assessment, these considerations would be deemed acceptable; accordingly, the density of the proposal would be acceptable in this instance.
- 8.7 The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 8.8 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

#### Impact of the development on the character and appearance of the area

- 8.9 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.
- 8.10 The character of the area is residential with a mix of bungalows, two-storey detached dwellinghouses. The close is mainly characterised by buildings with open front gardens behind short front boundary walls, white and grey timber, and yellow brick finish, with scattered darker bricks within its palette. Officers note the contemporary approach to the proposal might appear as out of character with the area. However, Paragraph 127 of the NPPF states that 'Planning policies and decisions should ensure that developments...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)'. Accordingly, an innovative approach to the scheme would be acceptable and the proposal would take cues from its context as explained below.
- 8.11 Site Layout: The proposed layout would work with the site's topography resulting in breaking the building's mass into two blocks. The front open character of the street would be retained by the open parking area with front landscaping, plus maintaining the building line of the existing blocks. Amendments received during the course of the planning application ensured that the forecourt would not be dominated by parking or a long dropped kerb. The proposed refuse store to the front would not strictly accord with the Suburban Design Guide SPD (2019) preferred guidance. However, it would still form a part of the building's retaining

walls and boundary walls and would appear as a unified form when viewed from the main road.

- 8.12 The buildings are laid out generally following the front building line of the Close and with landscaping to the sides and rear, including communal amenity. The staircore allows a visual break and for the development to read as two separate buildings. Whilst they are closer together than is the norm on the Close, some of the existing buildings are of a similar separation distance and this is not in layout terms a significant departure from the character of the area.



Fig. 5: Proposed Site Plan

- 8.13 **Massing and Height:** The proposal is designed as two villas linked by a central recessed visually lightweight staircore. The design as two separate buildings allows the height to step down responding to the topography and breaking down their massing. The taller building is three storeys at the front, but with the ground floor set at a semi-subterranean level. The lower building is also three storeys although set at a lower level. As such both buildings read as two and a half storey buildings and are an appropriate response to the policy position in DM10 of buildings being three storeys whilst responding to the character of the area.
- 8.14 The central stairwell would be a lightweight structure which is recessed and breaks down the massing of the building. The width of the individual parts of the building is appropriate and less than some buildings in the area and they two parts have different horizontal fenestration lines which also break it up. As such, whilst it is a three storey building which taken together is quite wide, the massing has been successfully broken down in its visual appearance.

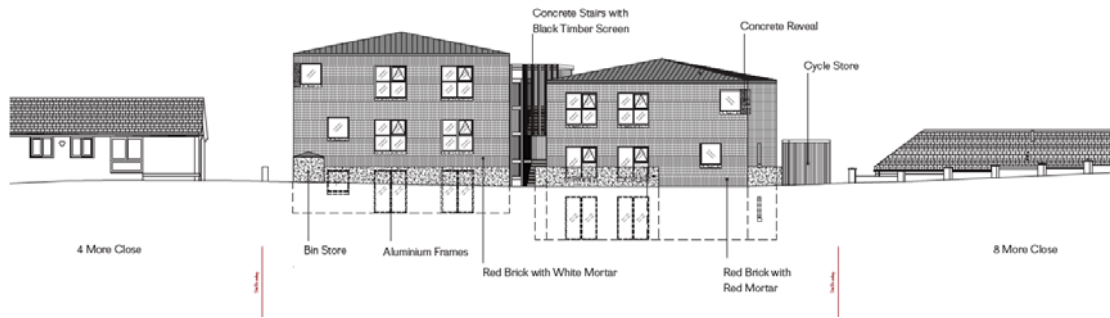


Fig.5: The proposed building within the existing streetscene.



Fig.6: The proposed streetscene with the proposed building at No.4.

- 8.15 Further to the above, the appearance of the building to the rear would not be excessively large with one additional floor height. An appearance of additional height to the rear is part of the character of this side of the close due to the natural topography.
- 8.16 **Architectural Expression:** The proposed contemporary reinterpretation of the proposal would be acceptable and in line with the SPD2 Suburban Design Guide paragraph 2.8.3 which states that “Schemes should use unique solutions that respond to the context of the site through contemporary use of form, materiality and detailing. This may be different from the predominant local character, but must respect existing character and not create any negative impacts on it, and will only be acceptable where there is a demonstration of high-quality design in the proposal”.
- 8.17 The proposed building has taken a contemporary reinterpretation to a villa such as the one currently found on the site. It has taken cues from the local area such as the fenestration shape and ratios and the brick colour and a pitched roof. It successfully mixes these with modern elements. The shallow roof pitch would result in the roof not being particularly visible from streetlevel. The proposal also uses boxed in gutters at the roof and windows are almost flush with the brickwork. This results in a modern refined appearance of a simple façade which is a contemporary reinterpretation of common features found on housing in the local area. Whilst such an approach could look quite stark, in this instance it is relieved by the different brick colours between the two parts of the building and exposed concrete lintels to the windows and exposed concrete detailing with a scallop shell motif which responds to detailing found in the local area. . Officers note that the proposed contemporary design would benefit from retaining the architectural team to ensure the quality of the end product would not be compromised, particularly due to the specific proposed details of built form, materials. The Section 106 Agreement would include a term to that effect.

- 8.18 In summary, the proposal would provide a contemporary approach to a traditional flatted block. The massing of the proposal and its layout would fit with the character of the existing and future area. The appearance of the building would follow the essence of materials, roof form and buildings' ratio in the context and overall the proposal would be coherent, well designed and would evolve the character of the area. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).
- 8.19 Cumulative Impact: Policy DM10 sets out that the cumulative impact of development on the character of the area should be taken in to consideration, whilst acknowledging that the character of suburban areas will change and evolve over time. Therefore, development which changes or evolves the character of the area, either individually or cumulatively, is supported, as long as it is responsive to the existing character. Considering specifically the cumulative impact of the proposals on More Close, whilst the vast majority of properties are two storeys, often with roofs which come down to ground floor over a garage, there is however a mix of development styles, with some two storey detached houses with pitched roofs. Therefore, whilst a number of the approved schemes and schemes currently under consideration for More Close take a different approach to appearance, a varied appearance is present in the area already. Whilst each case needs to be assessed on its own merits, cumulatively, as long as each design respects elements of the character of the area and follows policy and guidance, the proposals are unlikely to have a significantly detrimental impact on the character of the area.

#### The Quality of the Proposed Residential Accommodation

- 8.20 Internal Spaces: Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent. All proposed units would achieve and/or exceed their respective standard sizes as per policy and would be acceptable.
- 8.21 The separation of the building into two villas and the site's topography resulted in having half-a-floor difference across the development. Subsequently, the internal layout would have most individual units on their own individual floors. This results in all units having triple and dual aspects with adequate levels of sun and daylight which would be acceptable.
- 8.22 The proposed layout would also utilise the topography to separate public, communal and private spaces across the site; providing sense of privacy and ownership for future occupiers. Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.23 Accessibility: The proposal would have an entrance level three-bed M4(3) unit designed to be at an access level with the pavement, off a covered entrance way, clear from the landing. Furthermore, the width of the main pathway entrance to the building is 1580mm at its narrowest point which would be compliant with wheelchair visit-able dwellings and measures have been put in place in the communal areas to make them easier for people with limited mobility.

Considering the overall height and the scale of the scheme, a lift would not be required and the proposal would be acceptable as it has taken measures to make the building as accessible as reasonably possible.

- 8.24 Amenity Spaces: Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG (2016) for private open space.
- 8.25 The proposal would have private amenity areas to each units exceeding their policy requirements. The lower-ground units which would have a dipped balconies to the north would have an additional balcony to the south. Furthermore, the proposed units would have access to rear communal amenity spaces, the upper-level space would have an area of 24 sqm and the lower-level space would have an area of approximately 412 sqm.
- 8.26 PlaySpace: The development would yield approximately 8 sqm. of children playspace according to table 6.2 of the Croydon Local Plan (2018). The proposed children playspace would sit within the communal garden area and the decision notice would include a condition requesting details of this playspace including play equipment and its boundary treatment.
- 8.27 In summary, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

### The Impact on Neighbouring Amenity



Fig.7: The site's and neighbouring properties

- 8.28 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals 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.
- 8.29 No.4 More Close: The proposed main building would align with the front and rear building lines of No.4 which has similar land levels to the application site. Officers note the presence of a side window overlooking the site; however, the location of this window closer to the front indicates its secondary nature to the upper-floor front room. Accordingly, the proposal would not result in significant impact onto No.6 in terms of overbearing and loss of sun and daylight which is evident by the 45° lines in plan and elevation as per figure 8 below.



*Fig.8: The 45° line from adjoining existing rear windows at No.4.*

- 8.30 Furthermore, the proposed windows overlooking No.4 would all be secondary and would be made obscure by condition. The balconies close to this boundary would have side walls restricting their views from the private garden of the existing property at No.4.
- 8.31 No.4 has a live planning application reference 19/04478/FUL. The application's proposal would sit behind the rear building line of the proposed development at No.4 and would have similar overall height. Accordingly, the application's proposal would not result in loss of sunlight or in adverse overbearing impact on their internal areas. Additionally, the new developments would have communal amenity areas at the rear which would not have the same level of a protected amenity as single-family dwellings.
- 8.32 No.8 More Close: The proposal would sit at a distance of over 10 metres from the side wall of this property and would almost align with its front and rear building lines; additionally, this property does not have any side windows facing onto the application site.
- 8.33 Property No.8 is angled away from the proposed building, the combined factors of separation distance, angle of the buildings and front and rear buildings would result in the proposal not encroaching on the 45° lines of this neighbouring property as per figure 9 below.



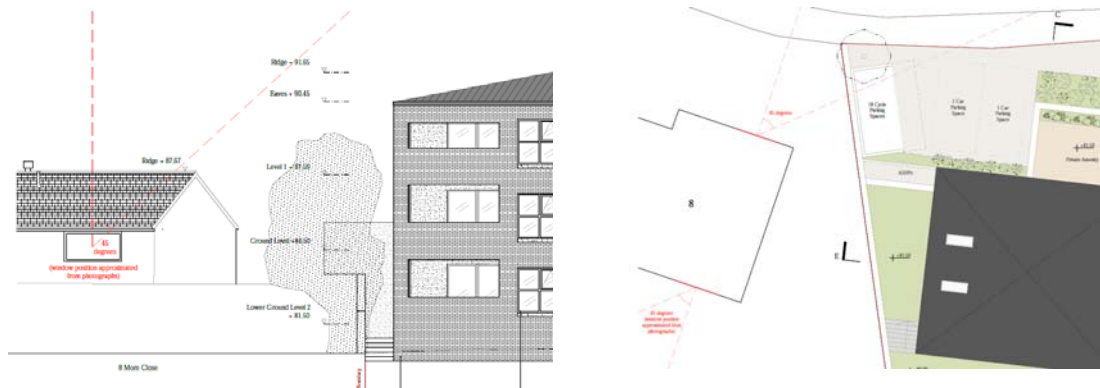


Fig.9: The 45° line from adjoining property No.8.

- 8.34 **No.8 Foxley Lane:** This property sits to the south of the rear boundary of the application site at a distance over than 25 metres to the shared boundary and at land level almost 4 metres below the most rear plateau of the building. This distance and topography change would be sufficient to eradicate any concerns with overbearing, loss of light, impact on privacy to this adjoining block of flats.
- 8.35 Considering the above, the proposal took careful consideration to avoid significant impact onto the existing and proposed amenity of Nos. 3 and 6 and would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

#### Impact on Highways, Parking and Refuse Provision

- 8.36 The application went through some amendments and the final parking strategy was four car parking spaces at the front, in two sets of perpendicular parking to the street including one disable car parking space.
- 8.37 **Vehicle Parking:** The site falls within PTAL 3, the Draft London Plan states that development within PTAL3 should have a maximum of 0.75 parking ratio, making the maximum requirement to 6.75 spaces. The proposed parking provision would be four spaces for nine units; accordingly, the proposal would fall short by two space than the DLP standards and five spaces less that 1:1 provision which the council would aspire to have in this location.
- 8.38 Submitted parking stress surveys concluded that More Close, on its own merits, have the capacity of eight spaces. Officers did not consider potential spaces onto Russell Hill due to committed developments along this road and Russell Hill Road that would use most available parking bays.
- 8.39 The site itself does not fall within a controlled parking zone (CPZ), though one exist at the entrance of the close; as per Section 4 of this report, there are a number of developments within the close at Nos. 1, 2, 3, 4, 5 and 6; and their cumulative impact would form part of the assessment of this application. These developments would result in 54 flats with overspill of 11.5 vehicles. While future residents might use walking and cycling during the week to access shops, rail, buses and local facilities, this would not preclude their ownership of private vehicles.
- 8.40 Considering the cumulative impact of schemes in the area, they taken together would have the potential to exceed on street parking capacity. However, the impact of the development can be mitigated through the use of restrictions on

parking availability and promotion of sustainable travel. In this instance, the proposal would require:

- A financial contribution of £13,500 for sustainable transport improvements, parking controls review and for the provision of enhanced parking controls in the vicinity. This would mitigate overspill parking demand as a result of the development proposals.
- Removal of residential parking permits entitlement for new residential units within More Close to a future CPZ.
- A financial contribution of £2,100.00 per development plot for the provision of a car-club bay, vehicle and charging point in the vicinity. This would provide alternatives to car ownership and subsequently mitigate overspill parking demand as a result of the development proposals.

8.41 Highways and Transport Strategy confirmed that implementing a CPZ would most likely occur following consultation with existing residents. A CPZ for Russell Hill Road, Russell Hill and More Close, where there are currently unrestricted bays, has been included in the Highways Section's programme of work.

8.42 Parking overspill can also be mitigated through the provision of a car club. Paragraph 6.46 of The London Plan Policy 6.13 states that: *'The Mayor, through TfL, and working with the London boroughs... will support expansion of car clubs and encourage their use of ultra-low carbon vehicles...Each car club vehicle typically results in eight privately owned vehicles being sold, and members reducing their annual car mileage by more than 25 per cent.'* Further to that, Policy T6.1D 'Residential Parking' of the Draft London Plan states that: *'Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking.'*

8.43 This paragraph clearly explains the position of car club bays within the London Plan under its Parking policy. The presence of a car-club bay would offset eight private vehicles, reducing the overspill from all developments to two vehicles. The implementation of the car club have shorter overall implementation time than the CPZ and does not depend on public consultation outcome. Following the implementation of the car club, the overspill from all live and approved permissions on More Close would reduce to 2.5 vehicles, which could easily be accommodated along the existing eight parking spaces on the road.

8.44 In addition to all above, the proposal would have six parking spaces for nine units with an overspill of one vehicle onto nearby streets. As such, the combined factors of proposed provision, two strategies through legal and financial obligations would deem the proposal acceptable and not significantly impacting the parking in the area in accordance with DM30.

8.45 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance to policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.

8.46 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the

proposal would require 15 cycle parking space. The proposal would have a cycle store showing capacity of 18 bicycles located to the front of the site with sliding doors to avoid conflict with nearby parking space. The latest amendments proposed for 2.6 metres internal height to allow for 16 spaces along two-tier racks and 2 Sheffield stands and appropriate clearance distance for access to racks within the store. The location of the cycle store would be accessible, convenient, close to the entrance which would be acceptable. The decision notice would include a condition for details of the proposed racks within the store to ensure that the proposal would be in line with the London Cycle Design Standards, prior to the commencement of the development.

- 8.47 Refuse: Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.
- 8.48 The proposal would include a refuse store located to the front west corner of the site. This store would be covered with wood panels similar to the staircase and the cycle store with an overall height of 1.5 metres with design and materials that would integrate with the proposed building. Waste collection would take place in a similar location to the existing house, the amended store show the appropriate capacity needed for the development. The store would have lift-table hatches through the roof for residents' access and side doors for contractors' access. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 8.49 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

#### Impact on trees, Flooding and Sustainability

- 8.50 Trees: The site has TPO (7, 1972) protecting a mature Lime tree situated within the rear garden which comprises heavy boundary vegetation and flat lawns. The tree sits within an acceptable distance from the proposed building and the decision notice would include a pre-commencement condition for and Arboricultural Impact Assessment and a tree protection plan to ensure the development to the front of the site would not adversely impact the existing trees on site. The decision notice would also include a condition for landscaping design including tree planting to the front of the building to overcome the extreme hardstanding appearance of the development.
- 8.51 Ecology: The application included a preliminary ecology report which gave sufficient ecological information to demonstrate compliance with the Council's statutory duties including its biodiversity duty under s40 NERC Act 2006. The conclusions and recommendations within this report would minimize the impact of the proposal. The decision notice would include conditions to ensure these enhancement and mitigation recommendations would be followed.

- 8.52 *Flooding*: The site falls outside areas with risk of flooding and not directly within a surface water flooding zone as per the information provided on the Environmental Agency Flood Map. Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario.
- 8.53 *Sustainability and Energy Efficiency*: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.
- 8.54 Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.

#### Other Matters

- 8.55 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

## **9.0 CONCLUSIONS**

- 9.1 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 9.2 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.
- 9.3 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 9.4 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 9.5 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account 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 policy terms.

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## **PLANNING COMMITTEE AGENDA**

### **PART 7: Other Planning Matters**

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#### **1 INTRODUCTION**

- 1.1 In this part of the agenda are reports on planning matters, other than planning applications for determination by the Committee and development presentations.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

#### **2 FURTHER INFORMATION**

- 2.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

#### **3 PUBLIC SPEAKING**

- 3.1 The Council's constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

#### **4 BACKGROUND DOCUMENTS**

- 4.1 For further information about the background papers used in the drafting of the reports in part 7 contact Mr P Mills (020 8760 5419).

#### **5 RECOMMENDATION**

- 5.1 The Committee to take any decisions recommended in the attached reports.

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