

**PART 6: Planning Applications for Decision**

**Item 6.4**

**1 APPLICATION DETAILS**

Ref: 19/00467/FUL  
 Location: 37 Russell Hill Road, Purley, CR8 2LF  
 Ward: Purley and Woodcote  
 Description: Demolition of the existing building and erection of a building ranging from 2 - 8 storeys, with basement, to accommodate 47 residential units; formation of associated access, landscaping, parking, refuse and cycle storage.  
 Drawing Nos: See Appendix 2  
 Applicant: Macar Developments & PA Housing  
 Case Officer: Emily Holton-Walsh

	<b>1 bed 2 person</b>	<b>2 bed 4 person</b>	<b>3 bed 5 person</b>	<b>Total</b>
<b>Market Housing</b>	23	7	4	34
<b>Affordable rent</b>	5	6	2	13
<b>Intermediate</b>	0	0	0	0
<b>All Tenures</b>	28	12	7	47

<b>Number of car parking spaces</b>	<b>Number of cycle spaces</b>
9 (including 6 x wheelchair and 1 x EVCP)	88

1.1 The application is being reported to Planning Committee because the Ward Councillor Badsha Quadir has made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Moreover, representations above the threshold in the Committee Consideration Criteria have been received.

**2. SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 2.1 The application site is in a currently a large family house with a garden. As such, the principle of a wholly residential use is acceptable and would contribute towards meeting the Council’s housing targets.
- 2.2 The proposed housing tenure and mix, including the provision of 40% family homes and 30% affordable housing (by habitable room) with all being London Affordable Rent is acceptable and overall would broadly comply with both the policies of the London Plan (2016) and the Croydon Local Plan (2018).
- 2.3 The design and appearance of the scheme responds positively to its surrounding context, suitably transitioning between a mix of housing and flats in Russell Hill Road, the corner location and Purley District Centre and would thus be acceptable.

- 2.4 The proposal would have an acceptable impact on the residential amenity of surrounding occupiers, both in terms of daylight and sunlight levels, privacy and outlook for existing surrounding residents.
- 2.5 The standard of residential accommodation would be acceptable, as all units would meet the Nationally Described Space Standards (NDSS), would have sufficient private amenity space and access to sufficient communal amenity and child play space. All units would have an acceptable level of access to light and outlook.
- 2.6 The proposed planting and landscaping strategies would be acceptable and the detail of which would be conditioned.
- 2.7 Sufficient disabled car parking and cycle parking has been proposed and the proposal would not have an adverse impact upon either the capacity or safety of the local transport network.
- 2.8 The proposal complies with the London Plan (2016) energy hierarchy and would provide a carbon offsetting payment to meet the Mayor's requirement for all new homes to be zero carbon.
- 2.9 Suitable planning obligations and conditions have been recommended in order to ensure that the proposed development does not have an adverse impact upon either air quality or the risk of flooding.

### **3. RECOMMENDATION**

3.1 That the Committee resolved to GRANT planning permission subject to:

A. The making of a resolution by Planning Committee to grant the scheme at 29-35 Russell Hill Road (ref 19/03604/FUL)

B. The prior completion of a legal agreement to secure the following planning obligations:

- a) Provision of 30% affordable housing (including viability review)
- b) Carbon off set payment
- c) Air Quality mitigation contribution
- d) Contribution to pooled car clubs and electric vehicle charging points
- e) Provision of a Travel Plan
- f) Skills, training and employment strategy and a contribution
- g) Section 278 Highway works
- h) Contribution to Healthy Streets & Vision Zero Initiative
- i) Car parking permit restrictions
- j) Demolition of 29-35 Russell Hill Road to go ahead prior to the first slab of 37 Russell Hill Road
- k) Monitoring fees
- l) Any other planning obligation (s) considered necessary by the Director of Planning and Strategic Transport

3.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

3.3 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

#### **Conditions**

- 1) Implemented in accordance with drawings
- 2) Commence within three years of the date of permission
- 3) Submission of a detailed construction methodology including vehicle access and environmental management plan
- 4) Further details of facing materials, balconies, façade and elevational details to be submitted
- 5) Further details of landscaping, materials, lighting, boundary treatments, child play areas / communal amenity areas and, as well as a maintenance/management plan, to be submitted
- 6) Submission of Stage 1 written scheme of investigation for archaeology
- 7) Submission of details of SuDS
- 8) Submission of a piling method statement
- 9) Further details of active and passive electric vehicle charging points (EVCP) to be submitted
- 10) Submission of a detailed delivery and servicing plan
- 11) Sustainable development carbon reduction to be met
- 12) Development to achieve 'Secured by Design' accreditation
- 13) Submission of further details of bicycle and bin stores
- 14) Submission of further details on parking, turning, blue badge spaces, visibility splays and sight lines
- 15) Submission of parking management plan
- 16) Submission of a detailed public art strategy
- 17) Submission of a lighting strategy
- 18) Submission of detailed ecological enhancements
- 19) Submission of noise assessment
- 20) 10% of units to meet Part M4(3), with remaining units to meet Part M4(2)
- 21) Water efficiency targets to be met
- 22) Implemented in accordance with tree protection measures
- 23) Noise from any air handling units, mechanical plant, or any other fixed external mechanical to be at least 10dB below existing background noise levels
- 24) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

#### **Informatives**

- 1) Council's 'Construction Code of Practice 2015' and the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' SPG 2014
- 2) Subject to legal agreement
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.4 That, if within 6 months the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

#### **4. SITE LOCATION AND PROPOSAL DETAILS**

## Site and surroundings

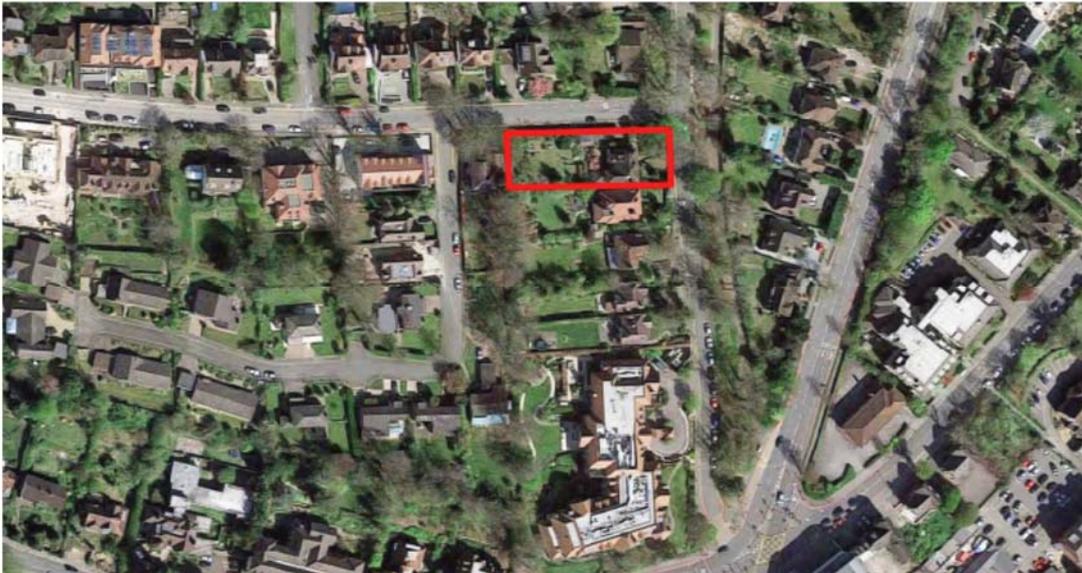


Image 1: Site and surroundings

- 4.1 The application site is a large detached property located on the corner of Russell Hill Road and Russell Hill. The topography of the site rises steeply to the rear. The surrounding area is predominately residential in character with mainly detached properties. The site is less than 200m from Purley District Centre and lies within the Place Specific Policy DM42.1 for Purley.
- 4.2 The application site lies within an Archaeological Priority Area as identified by the Croydon Plan. The site lies in a PTAL of 4. Tree Preservation Order 9, 2018 protects the tree on the frontage of the site.

### Planning history

- 4.3 There is no relevant planning application planning history for this site.

### Neighbouring site at 29-35 Russell Hill Road

19/03604/FUL: Demolition of existing residential dwellings and erection of 2 buildings, comprising of 106 new apartments, with associated hard and soft landscaping, access and car parking. Pending decision at this Planning Committee. These two applications are linked and must be delivered together. This will be further discussed in the considerations section.

### Proposal

- 4.4 The proposed development would demolish the existing dwelling and detached garage and construct a new building which is 4-7 floors in height. There is an additional semi basement level which is wholly below ground at the façade line but at grade at the lowest road level. 12 parking spaces are provided at grade / undercroft level.
- 4.3 The 47 homes include a mix of flats, maisonettes and terraced houses. A total of 40% of the dwellings would be suitably sized for families; including 2 bedroom 4 person units.

<i>Unit type</i>	<i>No. of units</i>	<i>No. of hab rooms</i>	<i>% of units</i>	
<i>1B2P</i>	<i>28</i>	<i>56</i>	<i>60%</i>	
<i>2B4P</i>	<i>7</i>	<i>21</i>	<i>25%</i>	<i>40%</i>
<i>2B4P WCH</i>	<i>5</i>	<i>15</i>		
<i>3B5P</i>	<i>7</i>	<i>28</i>	<i>15%</i>	
<b><i>TOTAL</i></b>	<b><i>47</i></b>	<b><i>120</i></b>	<b><i>100%</i></b>	

Table 1: Proposed Housing Mix

## 5 CONSULTATION RESPONSE

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

5.2 The following were consulted regarding the application:

### **Lead Local Flood Authority (Statutory Consultee)**

5.3 No objection subject to conditions on detailed designs of surface water drainage scheme [OFFICER COMMENT: Conditions are recommended]

### **Historic England (Archaeology) (Statutory Consultee)**

5.4 No objection subject to conditions in relation to archaeology. [OFFICER COMMENT: Conditions are recommended]

### **Thames Water**

5.5 Thames Water made the following comments:

- The proposed development is located within 15 metres of a strategic sewer. Thames Water requests a condition to be added to any planning permission with regards to a piling statement to be submitted [Officer Comment: Condition is recommended]
- With regard to waste water network and sewage treatment works infrastructure capacity, there is no objection
- An informative stating the necessity for the applicant to obtain a Groundwater Risk Management Permit and information on underground assets should be included on the decision notice in the event planning permission is granted. [OFFICER COMMENT: Informative is recommended]
- Thames Water has identified the need for conditions with regards to petrol/oil interceptors to be fitted [Officer Comment: Conditions are recommended]

## 6 LOCAL REPRESENTATION

6.1 A total of 57 neighbouring properties were notified about the application and invited to comment and the application was also advertised by site notice and in the local press.

The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

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

6.2 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Summary of Objectors Concerns	Officer's Response
Impact on parking and safety and capacity of local highway network	The parking provision and impact on the local highway network is considered appropriate
The proposal is an overdevelopment of the site and is not in keeping with its surroundings	The development is considered to be of an appropriate scale and form, and is a high quality design.
Reducing family home-houses needed not flats	The proposal includes 40% family homes.
Overlooking and loss of privacy	The development would not cause an unacceptable loss of neighbouring privacy.
Loss of light to surrounding properties	The development would not cause unacceptable loss of light and daylight to neighbouring properties.
Development with 29-35 should go ahead together	The proposal with the application at 29-35 Russell Hill Road would be linked via a legal agreement.
Would cause abnormal wind pattern to More Close	Given the scale of development, this is not likely to cause any significant impact to wind conditions.
Detrimental impact on trees and vegetation	There is a replacement planting and landscaping scheme. The trees which are to be removed are of low quality.
Increase in noise and disturbance and pollution	It is not considered the proposal would generate significant levels of noise disturbance, pollution and litter given the residential nature of the development and its location.
Noise, disruption and pollution impacts during construction	A draft construction logistics plan has been provided, the final plan is recommended to be secured via condition.
Insufficient capacity of local infrastructure and transport	The proposed development would be CIL liable and would thus contribute towards such infrastructure.

6.3 The Ward Councillor for Purley (Cllr Badsha Quadir) raised the following objections:

- This proposed development is a huge over development in the area. 47 flats spread out over 8 storeys would be classified as a large massing considering its large size, height and depth.
- The local area has a homely look to it and this proposed development does not fit in with the character of the surroundings.

- There will be a significant loss of privacy and light into the residents living nearby.
- Building on a current garden space would mean loss of trees and natural habitats.
- 47 flats mean a lot more people in the area, this would cause safety issues for residents with cars parked along the road itself.

## **7 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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan (2012). Details of the relevant policies and guidance notes are attached in Appendix 1.

### National Guidance

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:

- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed places

### Development Plan

7.3 The Development Plan comprises the London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012. The relevant policies to this proposed development have been listed in Appendix 1 of this report.

7.4 A replacement Draft London Plan has been subject to public consultation and Examination in Public commenced in January 2019. The current 2016 London Plan is still the adopted Development Plan, and although the Draft London Plan is a material consideration in planning decisions at present it carries limited weight.

## **8 MATERIAL PLANNING CONSIDERATIONS**

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

- 1) Principle of Development
- 2) Housing (mix and affordable)
- 3) Townscape and Visual Impact
- 4) Impact upon Neighbours
- 5) Housing Quality for Future Occupiers
- 6) Trees and Landscaping
- 7) Transport

## 8) Other Planning Issues

### Principle of Development

- 8.2 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) sets a minimum twenty year target of 32,890 over the period of 2016 to 2036. The site has an area of 0.131 hectares and the development would provide 47 units and 120 habitable rooms, equating to approximately 358 u/ha or 916 hr/hectare. This is above the density range of 200-700hr/hectare suggested within the London Plan's density matrix (Policy 3.4) for an urban location with a PTAL of 4-5. It is recognised within London Plan Policy 3.4 that an appreciation of density "...is only the start of planning housing development, not the end" and specifically states that "it is not appropriate to apply Table 3.2 mechanistically" as other factors will also inform the most suitable density of a scheme within a given local, taking account of design and residential quality, accessibility, infrastructure and playspace/amenity. The site is located on the edge of a District Centre, with a place specific policy which advocates building heights of those proposed. As such the density is considered to be appropriate.
- 8.3 The proposed development would create additional residential units that would make a contribution to the borough achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The site has good access to public transport, local shops and services and is therefore well placed for high density residential-led development, and therefore is in principle supported.

### Housing Policy

#### Mix

- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments based on the character of the area and PTAL rating. 7 of the proposed units are three bed units which amounts to 15% of the total number of units. There are 12 two bed four person units and as such 40% of the units are therefore 2 bed 4 person units or larger.
- 8.5 For this site which is an Urban Area with PTAL 4, the target is 60%. The policy does allow for two bed four person units to be provided in lieu of three bed units when within the first three years of the plan and where a viability assessment has demonstrated that larger homes would not be viable. Policy DM1.1(a) also states that 'where there is agreement with the associated affordable housing provider that three or more bedroom dwellings are neither viable nor needed as part of the affordable housing element of any proposal...' that there can be an exception to the minimum percentage of three beds. In this case, the registered provider has confirmed that the mix is agreeable and meets their needs. Increasing the number of three bed units would reduce viability and prevent the development providing the optimum amount of affordable housing in line with policy requirements.
- 8.6 The existing house is not protected from demolition, being more than 130m<sup>2</sup> and not originally built as a 3-bed home; in any case there is a significant uplift in family units.

## Affordable Housing

- 8.7 London Plan (2016) policy 3.9 is clear that communities which are mixed and balanced by tenure and household income should be promoted across London, through incremental small scale as well as larger scale developments, which foster social diversity, readdress social exclusion. In relation to tenure, London Plan policy 3.10 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The need for affordable housing is so acute, the Mayor of London (via London Plan policy 3.11) requires Borough's to sets affordable housing targets.
- 8.8 The Croydon Local Plan (2018) requires the Council to seek a minimum of 30% affordable housing, but negotiate to achieve up to 50% affordable housing (subject to viability), and seek a 60:40 split between affordable rented homes and intermediate homes.
- 8.9 A viability appraisal was originally submitted with the scheme which argued that no affordable housing on the site was viable. Notwithstanding that, the applicant offered 19% of units as shared ownership. The applicant's appraisal has been independently assessed by the Council's viability consultant who, whilst there were some queries regarding individual inputs and assumptions, concluded that the scheme would make a loss of £2.3M with a policy compliant amount of affordable housing (50%) and a loss of £1.2M with nine shared ownership units. As such, the viability consultant concluded that the 19% affordable housing offer represented a reasonable proposition given the policy position.
- 8.10 Following discussions with PA Housing, a registered provider, the applicant has offered an improved affordable housing offer of 30% by habitable rooms at the London Affordable Rent tenure. This is a significant improvement over the original offer and is supported by a Registered Provider and meets their needs. As such, the proposal is acceptable with this provision of affordable housing.

## **Townscape and Visual Impact**

- 8.11 The existing property is not protected from demolition. As such, it could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to conditions. It is important to note that the Place Specific Policy for Purley (DM42.1) states that within Purley District Centre and its environs, to ensure that proposals positively enhance and strengthen the character and facilitate growth, developments should:
- a. Reinforce the continuous building line which responds to the street layout and include ground floor active frontages;
  - b. Complement the existing predominant building heights of 3 to 8 storeys, with a potential for a new landmark of up to a maximum of 16 storeys; and
  - c. Demonstrate innovative and sustainable design, with special attention given to the detailing of frontages.
- 8.12 The development is made up of two main components; a taller seven storey element on the corner and then stepping down on Russell Hill. This approach allows the

development to successfully balance its role to the periphery of the district centre, between the suburban two to three storey properties and the more varied but generally taller building heights that surround Purley District Centre, where properties extend up to seven storeys in height which is in accordance with DM42.1 above. The site's corner location provides further flexibility which also helps support the proposed massing of the development.



Image 2: Visuals of proposal looking from Russell Hill and corner of Russell Hill Road

8.12 The seven storey element appropriately aligns with the front building line of the adjoining development at 29-35 Russell Hill Road. This ensures that the development would not be dominant in views along the road. The layout compliments this adjoining development to ensure a comprehensive approach has been applied across both sites. The building line on Russell Hill, responds to the house at 1A with a recess which helps break up the massing. Generous gaps would also be maintained with this property and the height is reduced to 4 storeys.



Image 3: Site layout and relationship with the propose development at 29-35 Russell Hill Road

8.13 The materials would be brick, metal panelling and standing seam. The brick colours have also been split between red & grey and perforated bronze panels would be used as same colour as the window frames. This is a high quality robust material choice but which also helps embed the development into its existing context. The two colours whilst having an inter-relationship, help break up the mass and define differing elements. The panels helps define the levels within the building, adding interest and providing welcomed verticality to the design. The materiality and detailing of the top floors helps express it as a roof form and ensures that it acts as an appropriate termination point.





Image 4: Visual showing use of colours and materials and a precedent using brick and bronze cladding

### **Impact upon neighbours**

- 8.14 The siting and massing of the scheme has been designed to respect the adjoining occupiers. The proposals are well separated from the nearest neighbours in More Close and Russell Hill. The properties most likely to be affected are 1A Russell Hill and 35 Russell Hill Road.

#### Impact on 1A Russell Hill

- 8.14 The applicants has undertaken a daylight study against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 3 for BRE sunlight and daylight definitions. This study confirmed that there are two windows in the east facing side elevation of 1A, one at ground floor and a second on the upper level. The worst case scenario, the ground floor, has been tested in accordance with BRE guidelines as windows that are at greater distance or higher elevation than those tested that have passed, by default will also have passed. The window tested on the ground floor serves a living room and also benefits from a patio door to the rear elevation. The daylight study concludes for the ADF will continue to exceed the minimum set out by the BRE guidance (the ADF being 3.6%).

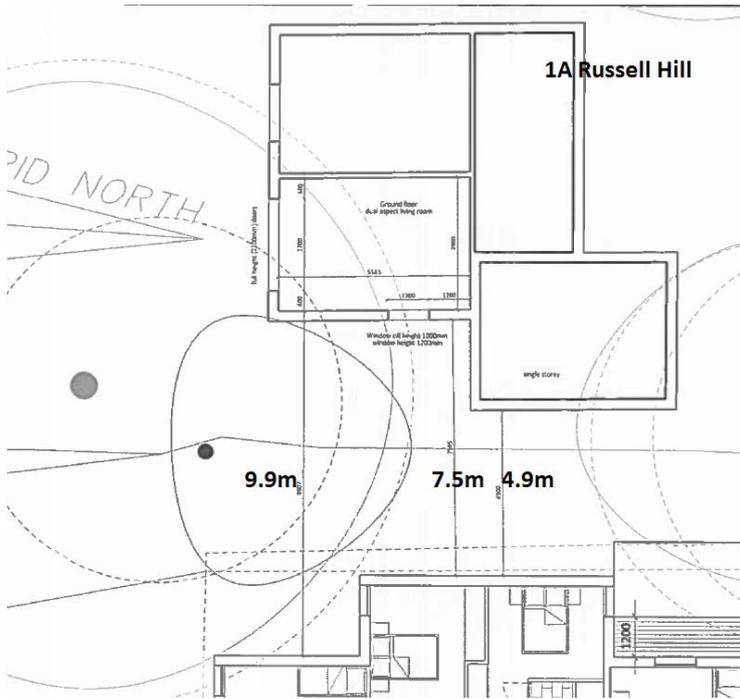


Image 5: Relationship with 1A Russell Hill

- 8.15 West facing windows in the proposed scheme towards 1A would be kept to a minimum to protect privacy and none are located at the nearest point or directly opposite windows. The property at 1A also is situated in a more elevated position compared to the application site. The distance between the 1A and the application would be acceptable and the proposed massing would ensure there would not be an unacceptable impact and would not be significantly overbearing.

#### Impact on 35 Russell Hill Road

- 8.16 In the scenario that the adjoining site at 29-35 Russell Hill Road does not come forward for development, the impact on 35 Russell Hill Road would be unacceptable due to the depth and height of the proposal and the extent to which it extends beyond the rear elevation of that property. Therefore a legal agreement would tie the development together so the proposal (at 37 Russell Hill Road) could not start on site until the property at 35 Russell Hill Road is demolished and vice visa. This ensures a comprehensive redevelopment across the two sites.

#### Other Impacts

- 8.17 Given that the building is solely residential, there are no concerns that the proposed building would cause noise and disturbance levels that would be incompatible with the surrounding existing uses. Whilst concerns have been raised regarding the impact of construction; such impacts would only be temporary and should only be afforded limited weight. In order to ensure that any such impacts are minimised as far as reasonable possible, a condition requiring the submission of a detailed Construction Management Plan/Construction Logistics is recommended.

## **Housing Quality for Future Occupiers**

### Housing Standards

- 8.18 All of the proposed units would comply with the NDSS and all would feature generous external amenity spaces (in the form of balconies/terraces) which would provide a minimum depth of 1.5 metres (in accordance with the Mayor of London's Housing SPG) and meet the minimum quantum's stipulated by policy DM10.4 of the CLP.

### Outlook and privacy

- 8.19 Careful consideration of the internal layout has been given in order to ensure that future occupiers would be afforded good levels of outlook and privacy, with limited opportunities for overlooking within the development and with the development at 29-25 Russell Hill. As such it is considered that future occupiers of the proposed development will be afforded a good level of amenity.
- 8.20 The ground floor of accommodation is accessed internally from the stairwell within the basement carpark. Due to the land levels of the site, the front facing windows of the ground floor units are at first floor level and therefore benefit from sufficient privacy. Three out of four of the ground floor units benefit from dual aspect. The retaining walls on the northern and western side of the building, which enclose the private amenity spaces of flats 1, 3 and 4, are at a sufficient distance from the windows and would not breach the 25 degree angle set out within the Suburban Design Guide. Flats 1 and 3 also benefit from outlook in a second orientation. Flat 4 is single aspect, however the room depth and internal configuration is sufficient to ensure that there would be an acceptable outlook overall. The flank elevation of the proposed Block B at the adjoining site is at sufficient distance from the side facing windows of flats 5 and 6 to not be overly obstructive.
- 8.21 At first floor level, the flats can be entranced from the stairwell to the basement or the pedestrian access from Russell Hill. The majority of flats are again dual aspect, apart from flat 8 which is north facing but has the same internal layout as flat 8 on the lower floor, which is acceptable. The amenity spaces would be screened and a condition is recommended to ensure a suitable boundary treatment to ensure the privacy of these spaces. The second floor level of the building is accessible through two entrance cores. The layout differs from the lower floors, with two single aspect north-facing units. These units remain of an acceptable quality, with the spaces with lower demand for light and outlook (bathrooms and kitchens) positioned towards the interior of the building.
- 8.22 At third floor level, the layout is the same as first floor level albeit that projecting balconies are provided. Overall the accommodation would benefit from acceptable level of outlook. The private amenity spaces are sufficient distance apart such that there would be an acceptable level of mutual overlooking. The layout at fourth floor level is broadly similar to that of the second floor of the building and each flat would have adequate outlook and privacy. At the fifth floor, the depth of the building decreases. All but two of the flats (identical to those at the lower levels) benefit from dual aspect, which is acceptable. At sixth floor level (level 07 on the floor plans) the building reduces in depth significantly. All of the units at this level would benefit from an acceptable layout, outlook and sufficiently private amenity space.

## Daylight and Sunlight

- 8.23 A series of Daylight & Sunlight Assessment have been submitted with the application against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 3 for BRE sunlight and daylight definitions. One report assesses the Average Daylight Factor for the north-facing 'worst-case' units - units 3, 4, 9, 10 and 24 (living room only) and another assesses the ADF of units 1, 5, 9, 11 & 17 which are south facing. The submitted assessment of the 'worst case scenario' units confirms that these would exceed the standards for daylight in the BRE guidance and therefore the units in the same position with the same layout on the upper floors would also exceed the standards. Therefore, overall, the units would all benefit from adequate daylight.
- 8.24 The proposal has also been tested as part of the scheme for 29-35 Russell Hill Road. This considers the daylight and sunlight for future residents once the scheme is completed with 29-35 Russell Hill Road. From the 75 windows tested, 37 meet the BRE guidelines for the Vertical Sky Component (VSC), the remaining 38 do not. Officers have considered there to be major impact on 19 windows (where the loss of daylight is reduced within 50% to 100% of the BRE guidelines). The Annual Probable Sunlight Hours (APSH) has also been tested, 31 windows meet the guidelines for the required annual sunlight hours, the windows remaining do not.
- 8.25 The applicants have further tested the internal daylight. The conclusion of the ADF test show that all rooms tested achieved the guidelines set by BRE.
- 8.26 In conclusion, whilst the proposed development would result in some daylight and sunlight impacts for future occupiers, in the vast majority of instances where impacts beyond BRE guidelines occur, these are only minor in nature and where major impacts occur, good levels of daylight and sunlight are generally still maintained considering all rooms tested met the BRE guidelines for ADF. As such the daylight and sunlight implications of the proposed development for future occupiers are acceptable.

## Communal Amenity and Child Play Space

- 8.27 In accordance with Policy DM10.5, communal amenity space would be accommodated within the central space and other landscaped areas.
- 8.28 The proposed development is required to provide a minimum of 126 square metres of child play space based on the child yield. There would be a total of 57m<sup>2</sup> of playspace, the details of which would be subject to condition. Whilst the development on its own provides a playspace area that is below the policy requirement due to the increase in affordable housing offer, the site is linked to the neighbouring site at 29-35 Russell Hill Road and it is likely that the overall useable area and quality will be significantly improved. The two sites at 37 Russell Hill Road and 29-35 Russell Hill Road would be linked through a legal agreement to ensure one does not start on site without the other site. Full details of landscaping and the playspace area with equipment would be secured by condition. In addition, the site is not in an area that is deficient in local parks. It is located within an easy walk of under 600m to the Rotary Field recreation ground further north.
- 8.30 Officers are satisfied that both the proposed communal amenity and child play space would be a feature of the scheme and a condition requiring the submission of the final detailed specification is proposed. All space would be available for all future occupiers.

## Accessible Housing

- 8.31 The proposed entrance to the development would be accessed from a communal entrance accessed from the roadway, fronting Russell Hill. There would be a lobby leading through to stairs and lifts to the upper levels. 10.5% of the proposed units (5 in total) comply with Part M4(3) (Wheelchair User Dwellings) with the remaining units all being designed to comply with Part M4(2) (Accessible and Adaptable Dwellings). There would be 3 accessible parking spaces with level access to a lobby with a lift.

## **Trees and Landscaping**

- 8.32 There are a number of trees on the site and in adjacent gardens. In terms of the trees on the site, the application has sought to retain these trees where possible and integrate them into the landscaping. In total one Category B tree and several small Category C trees would be removed. The Council's Tree Officer assessed the tree protection methods submitted for the protected tree and has confirmed these are acceptable. The application is accompanied by a landscaping plan, which is recommended to be secured via condition. A condition is recommended to ensure that retained trees are sufficiently protected during the construction of the development.

## **Transport, Parking and Highways**

- 8.33 The submitted Transport Assessment concluded that travel modes would comprise mainly be by sustainable modes of travel. The minimal level of car traffic generation in the peak periods, will not adversely affect the operation of Russell Hill Road or the surrounding roads.
- 8.34 The scheme would provide 12 car parking spaces which is ratio of 1 spaces per 3.9 units. Given the location (in close proximity to Purley District Centre, this is acceptable. The application also includes a parking beat survey following the Lambeth methodology, which confirm that there is good on-street parking capacity to provide any potential overspill without harming highway safety. Two of the parking spaces are oversized to provide for potential wheelchair use. As set out in the report on the accompanying application, a number of these spaces would potentially be used as overspill for other consented, but un-implemented developments. Even taking a worst case scenario in to account, there would be sufficient on-street parking. To further reduce any impact it is proposed that the s106 agreement prevents future residents from applying for permits and that there is a residential travel plan and that a financial contribution is made to enhance active and sustainable travel options in the area.
- 8.35 Within the basement, adequate space would be provided to accommodate the refuse and recycling needs for the expected levels of occupants in the development. The scheme also includes 66 cycle parking spaces using a double stacked Falco system provided in the basement. The development complies with London Plan requirements. The applicant has committed to contributions to a pooled car club, healthy street initiative. A travel plan, restriction on parking permits and highways work are also covered in the legal agreement. Construction Logistic Plan and Service and Delivery Plan are subject to condition.

## **Other Planning Matters**

### Flooding

8.36 The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding) and the site is at a low risk of flooding from surface water and has the potential of groundwater flooding to occur at the surface. Infiltration SuDS techniques would be employed to deal with the excess run-off from the post developed site. The surface water run-off from the post developed site will be managed using precast ring soakaways. The proposed strategy reduces the risk of surface water flooding as far as it reasonably practicable. The LLFA have no objection to the proposal subject to a condition being imposed requiring the submission of a detailed strategy.

#### Sustainability

8.37 Policy SP6.2 requires new development to minimise carbon dioxide emissions, including that new dwellings (in major development proposals) must be Zero Carbon. As a minimum a 35% reduction in regulated carbon emissions over Part L 2013 is required, with the remaining CO<sub>2</sub> emissions to be offset through a financial contribution.

8.38 The proposed development would achieve a 35.44% reduction in regulated CO<sub>2</sub> emissions. The remaining regulated CO<sub>2</sub> emissions shortfall would be covered by a carbon offset payment which would need to be secured through a S.106 agreement. A planning condition is recommended to secure compliance with the domestic water consumption target of 110 litre/person/day, to ensure sustainable use of resources.

8.39 In regards to land contamination, the site has been reviewed by the council's Land Contamination Officer whom has confirmed that no current or previous potential on-site contamination land uses were identified. Furthermore, no current or previous potential off-site contaminative land uses were identified within 100m of the site during the search.

8.40 London Plan Policy 7.14 (B) states that developments should minimise increased exposure to existing poor air quality and seek to contribute to addressing local air quality problems and Croydon Local Plan (2018) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution. The proposal has been reviewed by the Council's Pollution Team and considered acceptable subject to the imposition of conditions. In addition in order to be acceptable a financial contribution is required to be secured via S106 agreement.

#### Ecology

8.41 In terms of wildlife and biodiversity, the applicant has submitted a Preliminary Ecological Assessment and there is no evidence of protected species such as bats and badgers. A condition is recommended requiring measures to enhance Biodiversity such as the installation of integrated bat roosts in the new building and further assessments of nesting birds.

#### Archaeology

8.42 An archaeological report submitted with the application concluded there are a number of known sites of archaeological significance within the vicinity of the proposed development. Any impact to below-ground archaeological remains can be mitigated through an agreed programme of archaeological works, and conditions shall be imposed.

## Other

- 8.43 Croydon Local Plan policy SP3.14 and the Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 sets out the Councils' approach to delivering local employment for development proposal. A financial contribution and an employment and skills strategy would be secured as part of the legal agreement.
- 8.44 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provisions, improvement, replacement, operation or maintenance of education facilities, health care facilities, and opens space, public sports and leisure, and community facilities.

## **Conclusions**

- 8.45 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above, subject to the completion of a legal agreement. The details of the decision are set out in the RECOMMENDATION.

## **Appendix 1: Planning Policies and Guidance**

The following lists set out the most relevant policies and guidance, although they are not exhaustive and the provisions of the whole Development Plan apply (in addition to further material considerations).

### London Plan

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.6 Children and Young People's Play and Informal Recreation Facilities
- Policy 3.8 Housing Choice
- Policy 3.9 Mixed and Balanced Communities
- Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 Affordable Housing Thresholds
- Policy 4.12 Improving Opportunities for All
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.4A Electricity and Gas Supply
- Policy 5.7 Renewable Energy
- Policy 5.9 Overheating and Cooling
- Policy 5.10 Urban Greening
- Policy 5.11 Green Roofs and Development Site Environs
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.14 Water Quality and Wastewater Infrastructure

Policy 5.15 Water Use and Supplies  
Policy 5.17 Waste Capacity  
Policy 5.21 Contaminated Land  
Policy 6.1 Strategic Approach  
Policy 6.3 Assessing Effects of Development on Transport Capacity  
Policy 6.9 Cycling  
Policy 6.13 Parking  
Policy 7.1 Lifetime Neighbourhoods  
Policy 7.2 An Inclusive Environment  
Policy 7.3 Designing Out Crime  
Policy 7.4 Local Character  
Policy 7.5 Public Realm  
Policy 7.6 Architecture  
Policy 7.8 Heritage Assets and Archaeology  
Policy 7.14 Improving Air Quality  
Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes  
Policy 7.19 Biodiversity and Access to Nature  
Policy 7.21 Trees and Woodlands

The Mayor of London has published and adopted Supplementary Planning Guidance, of which the Affordable Housing and Viability SPG, Housing SPG, Play and Informal Recreation SPG and Sustainable Design and Construction SPG are of relevance.

#### Croydon Local Plan (CLP)

The Croydon Local Plan was adopted on the 27th February 2018 and the main relevant policies to this application are as follows:

SP2 Homes  
DM1 Housing Choice for Sustainable Communities  
SP3 Employment  
SP4 Urban Design and Local Character  
DM10 Design and Character  
DM13 Refuse and Recycling  
DM16 Promoting Healthy Communities  
DM18 Heritage Assets and Conservation  
SP5 Community Facilities  
SP6 Environment and Climate Change  
DM23 Development and Construction  
DM24 Land Contamination  
DM25 Sustainable Drainage Systems and Reducing Flood Risk  
SP7 Green Grid  
DM27 Protecting and Enhancing our Biodiversity  
DM28 Trees  
SP8 Transport and Communication  
DM29 Promoting Sustainable Travel and Reducing Congestion  
DM30 Car and Cycle Parking in New Development  
DM42.1 Purley and its Environs

Suburban Design Guide (2019)

## **Appendix 2: Drawing Nos**

### Proposed Site / Floor plans

PL\_100 Rev.19 Level 00 (parking)  
PL\_101 Rev.19 Level 01 (ex. ground)  
PL\_102 Rev.18 Level 02 (entrance level)  
PL\_103 Rev.18 Level 03  
PL\_104 Rev.18 Level 04  
PL\_105 Rev.18 Level 05  
PL\_106 Rev.18 Level 06  
PL\_107 Rev.18 Level 07  
PL\_108 Rev.18 Roof Level & Landscaping Plan  
PL\_500 Rev.00 Combined Site Plan 29-37 Russell Hill Road

### Existing Site / Floor Plans

PL\_005 Rev.01 Existing Site Plan & Survey  
PL\_020 rev.01 Existing North / Russell Hill Elevation  
PL\_021 Rev.01 Existing North / Russell Hill Elevation at Street Level  
PL\_022 Rev.01 Existing South Elevation  
PL\_023 Rev.01 Existing East / Russell Hill Road Elevation  
PL\_025 Rev.01 Existing West / Rear Elevation  
PL\_027 Rev.01 Existing N/S Section Looking East /Low End  
PL\_028 Rev.01 Existing N/S Section Looking East / High End

### Elevations

PL\_200 Rev.18 Proposed North / Russell Hill Elevation  
PL\_201 Rev.18 Proposed North / Russell Hill Elevation at Street Level  
PL\_202 Rev.19 Proposed South Elevation  
PL\_203 Rev.19 Proposed East / Russell Hill Road Elevation  
PL\_203-B Rev.18 Proposed East / Russell Hill Road Elevation (with adjoining site)  
PL\_204 Rev.18 Proposed East / Russell Hill Road Elevation at Street Level  
PL\_205 Rev.18 Proposed West / Rear Elevation  
PL\_206 Rev.18 Proposed N/S Section Looking West  
PL\_207 Rev.19 Proposed N/S Section Looking East

## **Appendix 3: BRE Guidance Terms**

### Average Daylight Factor (ADF)

The ADF test calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors, under a sky of known illuminance and luminance distribution.

The BRE Guidelines stipulate that kitchens should attain at least 2% ADF, living and dining rooms at least 1.5% ADF and bedrooms at least 1% ADF.

### Vertical Sky Component

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

### Annual Probable Sunlight Hours

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.