

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/00763/FUL
 Location: 36 Brighton Road Purley CR8 2LG
 Ward: Purley
 Description: Construction of a two/three storey building comprising 3 self-contained flats (including plot division) fronting Purley Rise; hard and soft landscaping; boundary treatment; land level alterations including excavation and part basement/lower ground level and refuse and cycle storage.
 Drawing Nos: 1910/EX/001, 1910/EX/002, 1910/EX/003, 1910/EX/004, 1910/EX/005, 1910/EX/006, 1910/EX/007, 1910/P/101 Revision B, 1910/P/102 Revision B, 1910/P/103 Revision B, 1910/P/104 Revision B, 1910/P/105 Revision B, 1910/P/106 Revision A, 1910/P/107 Revision B, 1910/P/108 Revision A, 1910/P/109 Revision B, 1910/P/110 Revision B, 1910/P/111 Revision B.
 Applicant: Croydon Conservative Federation
 Agent: Granit Chartered Architects Ltd
 Case Officer: Jimill Patel

	1 bed	2 bed	3 bed
Existing			
Proposed	1	1	1

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
0	5

1.1 This application is being reported to Planning Committee because the Vice Chair (Councillor Scott) made representations in accordance with the Committee Consideration Criteria and requested Committee consideration.

2.0 RECOMMENDATION

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

- a) A financial contribution of £4,500 towards sustainable travel measures in Purley
- b) Restriction of parking permits for future occupiers.
- c) And any other planning obligations considered necessary

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

2.3 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. Development begun no later than three years from the decision date
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Details of Hard and Soft Landscaping included new tree planting and biodiversity enhancement measures
4. Strict accordance with Arboricultural Impact Assessment, constraints plan and tree protection plan including tree protection measures and no excavation zones
5. Construction Logistics Plan to be submitted prior to any development on site
6. Submission of the following to be approved and thereafter retained: Cycle and refuse storage, boundary treatments and enclosures, retaining walls, finished floor levels, external lighting
7. Details of external materials including samples prior to above ground works
8. No windows other than as shown
9. Details of Amenity/Play/Communal space
10. No works to trees undertaken during February and August - bird nesting season
11. Lower ground floor unit to comply with Building Regulations M4(3) compliance, details of access to upper ground floor unit and ability to comply with M4(2) to be submitted
12. Ground floor unit roof not to be used as a balcony/platform at any time
13. Air Handling Units/Machinery
14. CO2 reduction including submission of detailed energy report
15. 110litre Water usage
16. Submission of a Detailed Drainage Strategy
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Policies
 - 2) Granted subject to a Section 106 agreement
 - 3) Community Infrastructure Levy
 - 4) Code of practise for Construction Sites
 - 5) Insulation
 - 6) Thames Water
 - 7) Light pollution
 - 8) Ecology
 - 9) Requirement for ultra-low NOx boilers
 - 10) Wildlife and Countryside Act of 1981
 - 11) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport
- 2.4 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.5 That if by 18th December 2020 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 Planning permission is sought for the following:

- Erection of a part two/three storey building (including excavation/lower ground level) comprising 3 self-contained flats (1x1 bed, 1x2 bed, 1x3 bed) to the rear garden fronting Purley Rise (north-west)
- External cycle and refuse provision
- Hard and soft landscaping including sub-division of plot
- Boundary treatment
- Communal/place space to the front
- Private amenity space in the form of balconies

3.2 During the course of the application, amended plans have been received, notably around the landscaping and improvements to the internal layout of the scheme. This revised information would not prejudice those interested in the application and as such a public re-consultation was not necessary.



Figure 1 CGI of proposal from Brighton Road (prior to amendments)

Site and Surroundings



Figure 2 Site Location Plan

- 3.3 The application site comprises a two storey semi-detached dwellinghouse within a relatively deep plot on the corner junction of Brighton Road and Purley Rise. It is noted that Purley Rise runs along the side of no.36 and continues along the back of the plot (north-west). The proposal would sit at the rear of the site, facing on to Purley Rise. Properties in the area generally face on to Brighton Road and Purley Rise on the opposite (uphill side), although it has been noted that a number of infill developments have been constructed facing on to Purley Rise including a part two storey rear detached building known as no.48 Purley Rise on the opposite side of the road from the application site, which was constructed in 2008.

- 3.4 The buildings vary in respect of their type, age and size, but most are of a conventional style and finished in commonly used materials such as brick, render and tiles. Nothing stands out as being particularly unusual. Purley Rise, both to the side and rear of the site, is also residential in character and, away from the Red Route of Brighton Road, it is quiet, green and spacious.
- 3.5 There are high level vegetation/hedgerow/trees that surround the site, mostly towards the rear of the site. There are many high value street trees that surround the side and rear boundaries. Land levels rise extensively from the south (front) to the north (rear) by approximately 6m. Brighton Road is relatively flat.
- 3.6 Brighton Road is within a red route. Purley Rise is within a Controlled Parking Zone operating Monday to Friday 9am-5pm. Purley Railway Station is located 0.3 miles from the subject site. Bus stops are situated along Brighton Road with access to surrounding towns. The Public Transport Accessibility Level (PTAL) is 5 which is good.
- 3.7 The surrounding roads and the host site fall within a high surface water flood risk area and a surface water critical drainage area. The site is not within a severe ground floor water flood zone.

Planning History

- 3.8 17/02166/FUL - Erection of 1 two storey three bedroom detached house and 1 two storey detached two bedroom house at rear fronting Purley Rise – recommended for approval, REFUSED at COMMITTEE on 19/07/2017 for the following reason:
1. The proposed development, in view of its form, external appearance and its relationship to street frontages would fail to respect the character and appearance of the immediate vicinity, contrary to Policies SP4.1 of the Croydon Local Plan Strategic Policies (April 2013) and Saved Policies UD2 and UD3 of the Croydon Replacement Unitary Development Plan (July 2006)”
- 3.9 The application was subsequently subject to an appeal (APP/L5240/W/18/3200034) which was dismissed on 24/09/2018, with the Inspector concluding that:

‘The proposed new dwellings would be of an overtly contemporary style with shallow, mono-pitched roofs, large windows and an essentially boxy appearance. They would be finished with dark timber cladding and an aluminium parapet which would be at odds with the more traditional palette of materials described above. The dwellings would not be noticed from Brighton Road but their presence would be obvious in the relevant stretch of Purley Rise, notwithstanding that they would be screened to some extent by the lie of the land and by boundary planting. From here, they would appear cramped and incongruous, crowded into the rear garden of a property which they in no way resembled.’

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is considered to be acceptable given the location and need for national and local need for housing.
- The proposal would provide 3 residential units, including one family sized (3 bedroom) unit.
- The massing, design and appearance of the development is appropriate, according with the thrust of guidance contained within the Suburban Housing Design SPD.

- High quality soft landscaping is proposed around the built form.
- The living conditions of adjacent and surrounding occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable subject to conditions.
- Satisfactory soft landscaping would be provided to ensure the verdant setting is respected.
- Sustainability and environmental aspects of the development and ensuring their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

5.1 None.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification of the application are as follows:

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

6.2 The following Councillors have made representations:

Cllr Paul Scott (Vice Chair) objected and referred application to committee on the following grounds:

- Potential to meet housing needs
- Massing of the proposal and design
- No parking proposed
- Loss of Trees

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 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. 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 sustainable transport;

- Achieving well designed places;

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
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.16 Waste Net Self Sufficiency
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.19 Biodiversity and Access to Nature
- 7.21 Woodlands and Trees

7.5 Croydon Local Plan 2018

- 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
- DM16 Promoting Healthy Communities
- SP6 Environment and Climate Change
- DM23 Development and Construction
- 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 There is relevant Supplementary Planning Guidance as follows:

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

7.7 Emerging London Plan

7.8 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 is currently with the Secretary of State and 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.

7.9 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 than the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.10 It is important to note, should the Secretary of State support 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.

7.11 The policies of most relevance to this application are as follows:

- SD6 Town Centres and High Streets
- D4 Delivering Good Design
- D5 Inclusive Design
- D6 Housing Quality and Standards
- D7 Accessible Housing
- D8 Public Realm

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Housing Mix
3. Affordable Housing
4. Townscape and Visual Impact
5. Housing Quality for Future occupiers
6. Residential Amenity of Neighbours
7. Highway Safety, Access and Parking
8. Trees, Landscaping and Biodiversity
9. Flood Risk
10. Sustainability
11. Other Planning Matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The emerging London Plan, which is moving towards adoption proposes increased targets which need to be planned for across the Borough.

8.3 Whilst it is noted the figure for homes to be delivered on windfall sites in the Borough is proposed to be reduced in the latest version of the London Plan, the target remains significant and it is a reduction in the target in previously published draft versions – not a reduction in the targets set out in the Croydon Local Plan 2018. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

8.4 The application seeks to construct a two/three storey building to the rear garden of the host site fronting Purley Rise comprising 3 self-contained units within a predominantly residential area of dwellings and flatted units. As such, providing that the proposal accords with all other relevant material planning considerations, as set out below, the principle of development, in land use terms, would be considered acceptable.

Housing Mix

- 8.5 Policy SP2.7 of the CLP seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. Policy DM1.2 of the CLP seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m².
- 8.6 The host two storey dwelling is 3 bedroom and would be retained as part of the proposal. The proposal would provide a 1x1 bed, 1x2 bed and 1x3 bed which is considered to be a sufficient mix, one that would provide a well sized family residential unit. The principle of the strategic target would be met and therefore the housing mix would be acceptable.

Townscape and Visual Impact

- 8.7 The application site comprises a two storey semi-detached dwellinghouse within a relatively deep plot on the corner junction of Brighton Road and Purley Rise. It is noted that Purley Rise runs along the side of no.36 and continues along the back of the plot (north-west). The adjacent (separated by highway) property of no.34 which is also semi-detached has a part single; part two storey rear detached building known as no.48 Purley Rise (north) which was constructed in 2008.
- 8.8 The immediate adjacent properties do not have any sense of uniformity and vary in their shape, size and appearance. However, as you go further away from the host site along Brighton Road, the semi-detached properties are uniform within their pairs. Furthermore, the properties along Purley Rise are consistent in the form, proportion and appearance. These properties are detached. It is also noted that some of the properties along Brighton Road have been hardsurfaced to the rear to accommodate car parking with some properties including no.34 Brighton Road having dwellings within their rear garden, fronting Purley Rise. Therefore, whilst their appearance is varied, the pattern of built form along this side of Purley Rise has been established.
- 8.9 Policy DM10.1 of the CLP states that proposals should achieve a minimum height of 3 storeys whilst respecting 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.
- 8.10 Further guidance on achieving efficient use of land whilst also responding to local character is set out in the Suburban Design Guide, in particular within section 2.8 (Approaches to Character). Section 2.10 (Heights) explains how additional storeys can be introduced to existing residential street, and generally advocates new buildings being a storey higher than the surrounding buildings. Section 2.14 (Corner Plots) further states that some corner plots may be able to accommodate further height provided the massing is responsive to neighbouring properties.
- 8.11 The proposal is for a part two; part three storey building comprising 3 self-contained flats (1x1 bed, 1x2 bed and 1x3 bed) fronting Purley Rise with, amenity space, landscaping and refuse/cycle provision. Figure 2 shows the development from an aerial perspective and Figure 3 is a streetscene from Purely Rise.

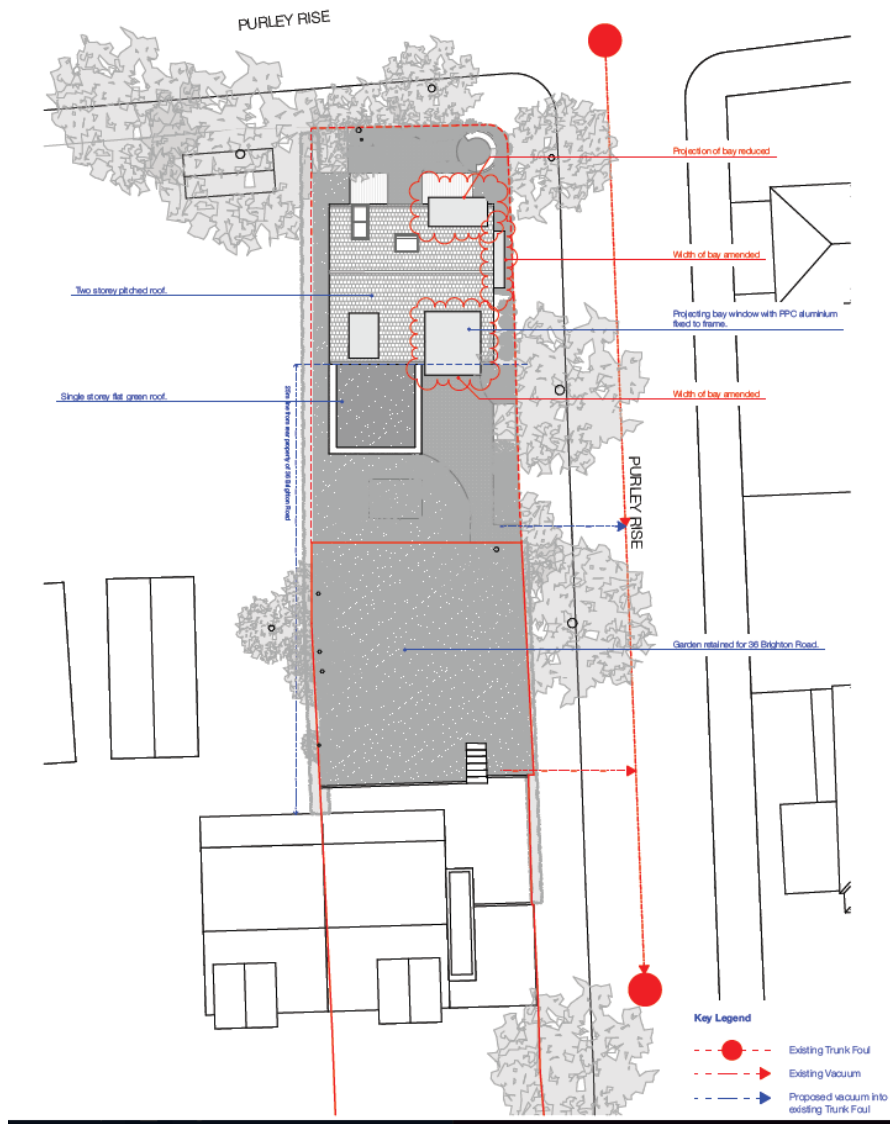
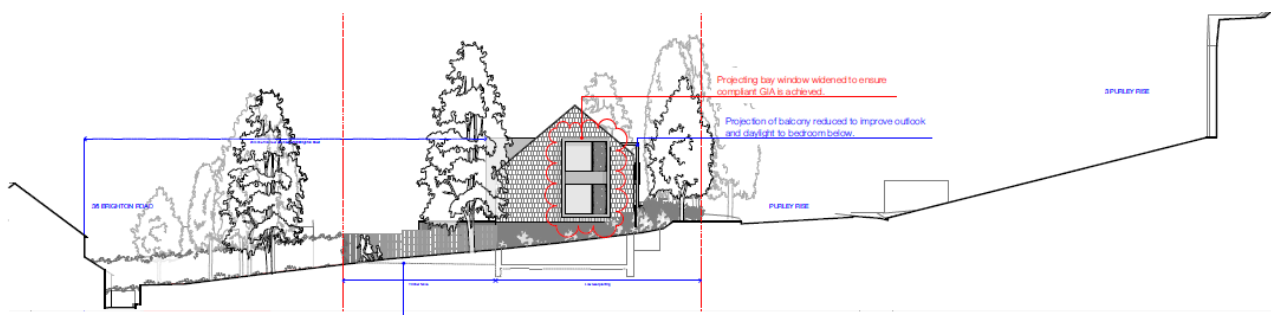


Figure 3 Proposed Site Block Plan



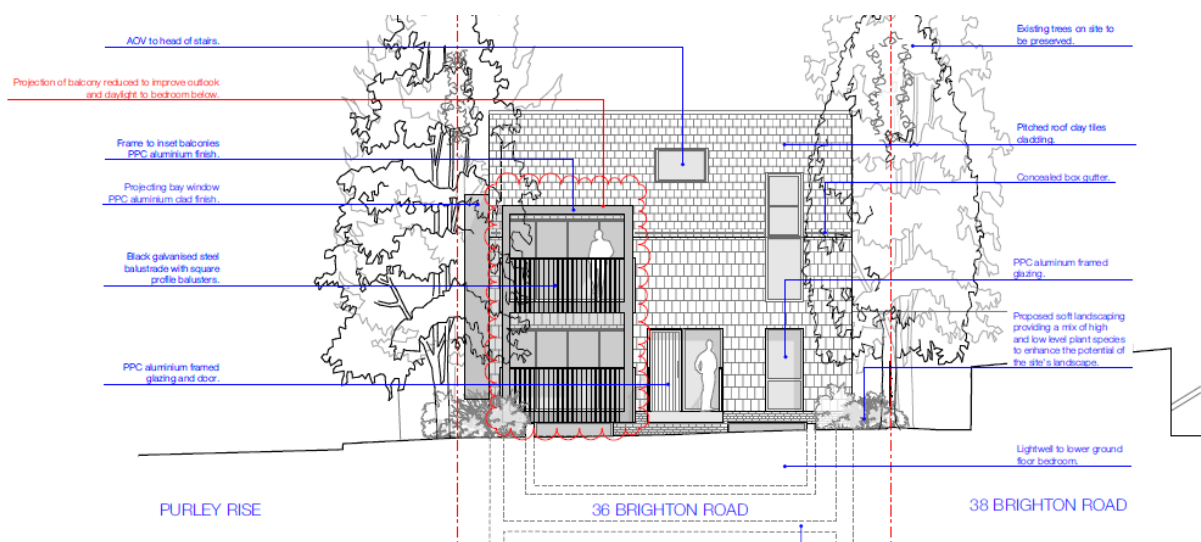


Figure 4 Streetscene from North-east (top) and North of Purley Rise (bottom)

- 8.12 It is important to note and as set out in the report that a previous application on site, which proposed two dwellings (same siting) was refused by committee members on 20/10/2017 by reason of the proposed buildings, in view of its form, external appearance and its relationship to street frontages would fail to respect the character and appearance of the immediate vicinity. The application was subject to appeal (APP/L5240/W/18/320034) which was dismissed on 02/10/2018. The Inspector acknowledged the wider development within the ‘rear’ of the properties of Brighton Road which front Purely Rise. However, the proposed massing was considered to appear cramped and incongruous and was therefore dismissed on this ground. Since the decision date of the application, the Council’s Local Plan has been fully adopted including the SPD – Suburban Residential Development which came into action in May 2019. As per the principle of development section of the report and taking into account the more recent developments fronting Purely Rise, including no.48 Purley Rise (earlier addition), it is considered that the principle of a ‘detached’ building as proposed would be acceptable from a character and appearance perspective. The general nature of the proposal would reflect the built form of the area whilst taking into account the principles of the adopted SPD.
- 8.13 The proposed building would be well set in from the front and side boundaries and would cover a footprint that would appear proportionate and appropriate for the plot. The overall building line would be similar to the adjacent property (separated by the highway) to the north-east and the overall depth and two/three storey scale would reflect the massing of nearby properties, in particular along this side of Purely Rise.
- 8.14 The scheme would effectively utilise the land levels to form a part lower ground floor unit. The front of the site would contain refuse/cycle storage with an area of play space. The proposed lightwells including its railings and part recessed nature of the balconies would not clutter the building and would add some architectural interest. The rear of the site would be predominantly used as private amenity space for the lower ground floor unit with some refuse/cycle storage along the boundary. The host dwelling would still retain more than 10m (in depth) of private amenity space following the subdivision.
- 8.15 Some corner plots may be able to accommodate further height provided that the massing is responsive to neighbouring properties although will be based on site

circumstances as not all sites will lend themselves to additional massing as per 2.14 of the SPD. Given the extent of the plot division, topography and general plot width, it is considered that the proposed two/three storey is the appropriate scale. Any further height would result in the building appearing dominant, incongruous and excessive in its massing.

- 8.16 The proposal would take a 'Contemporary reinterpretation' approach to character which is supported. This is further demonstrated with the interesting front, side and rear bay style projections which reinterprets elements found in the local area and adds some unique features and brings the contemporary nature to life. Furthermore, the material palette would comprise clay tiles – cladding, windows/doors would be aluminium framed glazing and brickwork to the main walls. The principle of using these materials would be acceptable and would help blend the building into the setting especially given the prominent street trees that surround the site. The materiality and fenestration would be acceptable and will give an interesting character to this part of Purley Rise. It is necessary to attach a pre-above ground works condition securing samples and specification of materials is attached.
- 8.17 The proposal does not differ from the previous refused scheme in terms of the site extent and the amount of rear garden retained for the host property, which complies with Policy DM10 requirements to be either 200m² or half the size of the garden originally for the host dwelling.
- 8.18 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character. Officers are further satisfied, taking into account the relationships with neighbouring buildings, landscaping and amenity space, that the development delivers the optimum level of development for the site in this location without being of adverse impact to the character and appearance of the area.

Housing Quality for Future Occupiers

- 8.19 Policy SP2.8 of the Local Plan states that the Council will seek to ensure new homes achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance and National Technical Standards (2015) (NDSS (2015)). It would also ensure that all new homes designed for families meet minimum design and amenity standards. Table 3.3 of the London Plan sets out the minimum floor areas which should be provided for new housing.
- 8.20 Flat 1 over the lower ground would be a 3b 5p unit which is required to achieve a minimum GIA of 86sqm which the proposed 91sqm would exceed. Flat 2 over ground floor comprises a 2b 3p which is required to achieve 61sqm which would be met. Flat 3 over first floor is a 1b 2p unit which is required to achieve 50sqm which the 51sqm would exceed.
- 8.21 Single aspect dwellings are more difficult to ventilate naturally and are more likely to overheat, and should normally be avoided. The proposed units would be triple aspect with generous outlook, providing adequate levels of daylight/sunlight for future occupiers.
- 8.22 Following the approach set in the London Plan (2016) to address the unique heat island effect of London and the distinct density, a minimum ceiling height of 2.5m for at least

75% of the gross internal area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. This would be achieved.

- 8.23 Policies DM10.4 and DM10.5 of the CLP require all flatted developments to provide functional and high quality private and communal amenity space, in addition to child play space, with a minimum size of 5sqm for 1 or 2 person's units and an extra 1sqm per occupant thereafter. The lower ground floor unit would have access to a 'rear garden'. The ground and first floor units would have front integrated balconies measuring 6sqm which would be acceptable. With regard to playspace, an area of 7.5sqm is proposed at the front of the site. Due to the topography of the site, the lower ground floor is the only unit with access to the rear garden. Whilst the location of the playspace to the front is not ideal, it would be well surveilled by the proposed units, screened by boundary hedging and, with no vehicular access, not at risk of conflicts with moving vehicles. The space would be separated from the ground floor windows by defensible planting and the depth of the lightwell for lower ground floor units and so would have an acceptable impact on the internal accommodation. Considering that the proposal only requires 6.1m² of playspace, which can be informally created in this area, this is considered acceptable.
- 8.24 Policy 3.8 'Housing Choice' of the LP requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The LP recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents. The lower ground floor would be accessed from the side via a 1:15 ramp and is large enough to accommodate an M4(3) unit. The upper ground floor unit is accessed from Purley Rise on an incline which may, subject to detailed design, be accessible for those in a wheelchair or with reduced mobility. A condition is recommended to secure details of this. Considering that only one unit would be served by a lift to an upper floor this is not considered feasible and so a condition is recommended to secure the lower ground floor unit as an M4(3) unit, details of the access to the upper ground floor unit to potentially be an M4(2) unit and the first floor to be an M4(1) unit.
- 8.25 Internally the main considerations would be the outlook, access to natural light and ventilation from the lower ground floor bedrooms of unit 1, the lower ground floor. The two double rooms would be served by lightwells that would be 6m x 1.75m. The unit would have triple aspect and the main living space and third bedroom would give on to the garden area. Whilst the retaining walls would be a constraint alongside mature street trees, the section drawings have shown a 25 degree compliance from the window of these bedrooms, which is the standard set out in the Suburban Design Guide. This would give comfort in that the level of outlook, ventilation and natural light would not be restricted to a detrimental standard. Given that this unit would be further triple aspect, it is considered that the quality of accommodation for all units, in particular the lower ground would be satisfactory.
- 8.26 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of quality level of accommodation, subject to conditions.

Residential Amenity for Neighbours

- 8.27 The site shares the common boundary with no.38 Brighton Road (south) comprising a two-storey semi-detached dwelling which is considered to be the direct and closest neighbour that could be impacted from the proposed development. Furthermore, it is considered that the host dwelling could be impacted. The properties to the front (north-west) and side (north-east) would be well separated from the proposed building with the highway in between given the corner siting.
- 8.28 Land levels rise from the front (south) to the rear (north) at approximately 6m according to the submitted plans/Topographical Survey. This part of Brighton Road is relatively flat.

36 and 38 Brighton Road (south)

- 8.29 The proposed building, at two/three storeys would be separated from the rear building line by 22m. The proposed building would have a single storey rear element for unit 1 which would measure 3m in depth. As such, there would be a total 19m separation distance (building to building) which is SPD compliant and considered sufficient in terms of ensuring the neighbouring occupiers are protected from undue harm in regards to outlook, overbearing impact, sense of enclosure, loss of privacy and loss of daylight/sunlight.
- 8.30 It is noted that both no.38 and 40 have part single; part two storey buildings running along the common boundary (adjacent to each other). It appears these additions are ancillary to the main dwelling with the building relating to no.38 not containing any habitable windows that could be impacted on. As such, concerns would not be raised as per the previous paragraph.
- 8.31 Given that the proposal is for a residential use in a residential area, the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site.
- 5.32 There are no side windows in the elevation of no.48 Purley Rise and therefore there would be no detrimental impact to residential amenities (specifically privacy) and there would be no direct views from the windows in either of the proposed dwellings into this property's rear garden. Whilst there are side windows at 34 Brighton Road, this property houses the Purley Language School and as such, any side windows do not serve residential accommodation and would therefore be acceptable.
- 8.33 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of neighbouring amenity impact, subject to conditions. The proposal would not be detrimental to the amenities of the adjacent occupiers in regards to overlooking, overbearing impact, visual intrusion, outlook, loss of daylight/sunlight, noise/disturbance, light pollution and sense of enclosure.

Highway Safety, Access and Parking

- 8.34 Brighton Road forms a red route at this point on which stopping is not allowed. Purley Rise is within a Controlled Parking Zone operating Monday to Friday 9am-5pm. Purley Railway Station is located 0.3 miles from the subject site. Bus stops are situated along Brighton Road with access to surrounding towns. The Public Transport Accessibility Level (PTAL) is 5 which is good.

Vehicular Parking

8.35 The LP sets out maximum car parking standards for residential developments based on Public Transport Accessibility Levels (PTAL) and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units should provide up to 1.5 spaces per unit. For the proposed scheme, the London Plan maximum requirement is 3.5 spaces. Policy SP5.18 of the CLP encourages car free development in areas where there are high PTALs. The previous scheme (17/02166/FUL) whilst decided prior to the adoption of the CLP, confirmed that the car free nature for the two dwellings would on balance be acceptable given the high PTAL rating of 5. The proposal increases the number of units. Given the quantum proposed and high PTAL, it is considered that the car free nature of the site is supported, given the high accessibility rates of public transport. It is considered that the constraints of the site (land levels, street trees and overall curtilage) would prevent parking to be accommodated and if this was to be provided, would result in excessive hardstanding and likely use of non-sustainable transport modes. To further ensure that residents travel by sustainable modes of transport, a sustainable travel contribution of £4,500 is proposed and residents would not be permissible to be granted a future parking permit, therefore ensuring that development does not result in overspill parking on to the local highway network.

Cycle Parking

8.36 Cycle parking should be provided in accordance with Draft London Plan requirements which seek a minimum of 1.5 cycle parking spaces per 1 bed unit and 2 cycle parking spaces per 2 bed+ units. The proposed development would require a minimum of 5.5 spaces. Whilst the provision of cycle storage should be made integral, so this can facilitate parking spaces for larger adapted and disabled bicycles with larger spacing including E-Bikes, it is considered that the external nature in principle towards the 'front' – north-west for flats 2 and 3 and to the 'side' – north-east for flat 1 would be acceptable, in this instance given the site constraints. The front storage would be enclosed in a brick structure with the side storage in timber. The storages would accommodate 5 spaces which on balance is considered acceptable. The level of detail is indicative and officers will attach a pre-commencement condition requesting details of appearance, size and types of stands with flexibility of altering the material if needed.

Refuse/Recycling Storage

8.37 Further to the previous section, the refuse storage would be sited in a similar location to the cycle storage. This would be within an enclosed timber structure. The principle siting close to the highway and where collection will be made would be acceptable. However, details of this arrangement, capacity and final materials will be secured through a pre-commencement condition.

Other Matters

8.38 In order to ensure that the proposed development would not have any adverse impact on the highway network or on the surrounding residents, a Demolition, Construction Logistics and Environmental Management Plan will be required by pre-commencement condition. This should outline measures to minimise noise and dust impacts, and disruption to neighbours.

Trees, Landscaping and Ecology

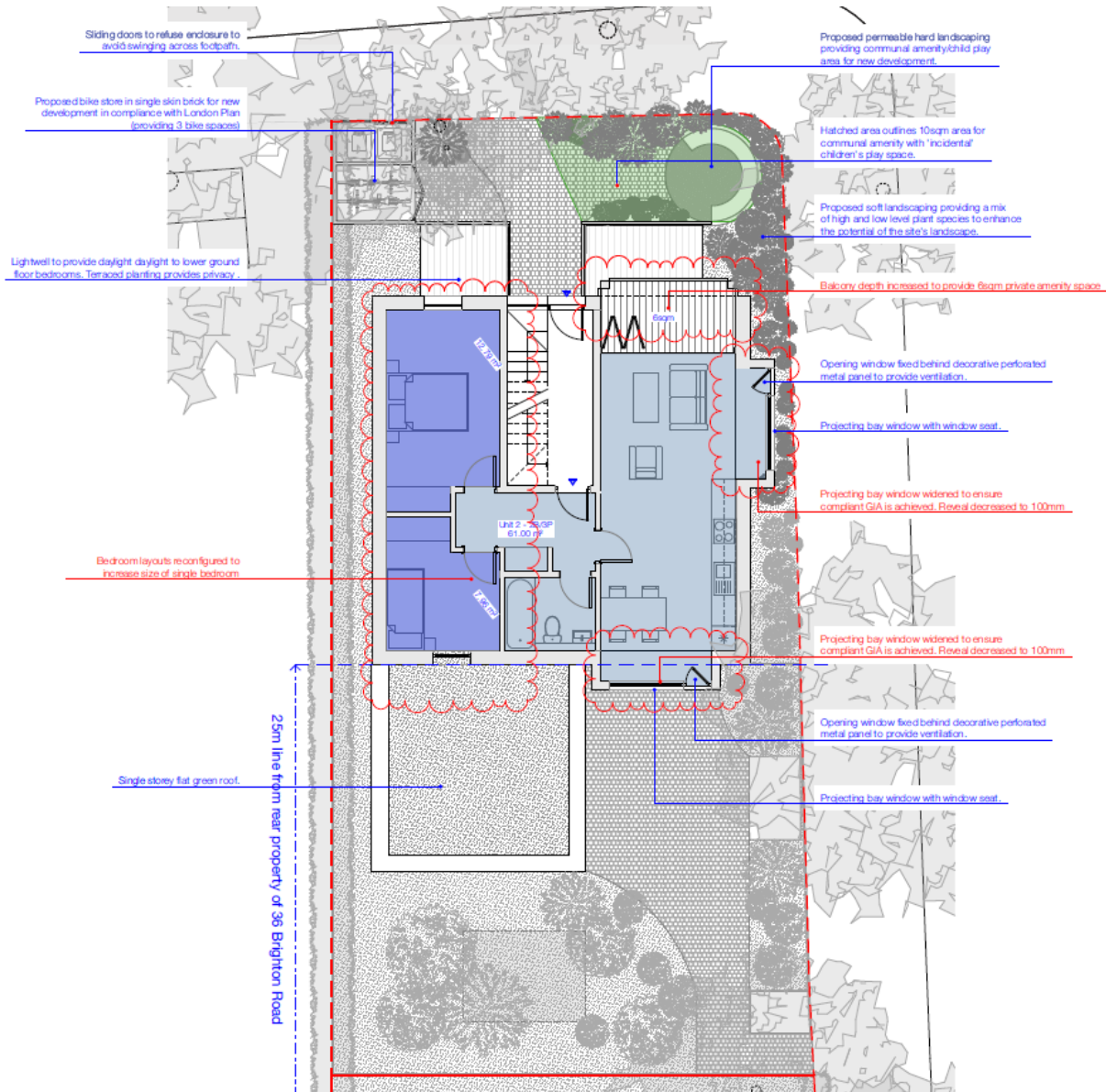


Figure 5 Ground Floor landscaping plan

Trees and Landscaping

8.39 The site is relatively well landscaped which comprises trees and hedgerow predominantly within the side and rear of the property boundary none of which are protected by a Tree Preservation Order (TPO). An Arboricultural Impact Assessment by PJC Consultancy dated 25/11/2019 has been submitted in support of the application. It is proposed to remove the following trees and hedgerow – Hedge 1 (part only) T3, T4, T5, G6 (1x tree), T7, Hedge 8 (part only), T9 and T10 which are all Category C trees. It is noted that all the surrounding street trees and T2 (side – north) and T14 (front – west) within the site are Category B trees which will not be removed but affected by the proposals. Part of the hardstanding would encroach onto the RPZ of T2 and so would the proposed lightwells and hardstanding to T14.

8.40 The submitted Arboricultural Method Assessment proposes mitigation such as Tree Protective Fencing, no dig solution to reduce the level of impact to the health of these trees. The Councils Arboricultural officers were consulted and considered that the removal of trees would be on balance acceptable especially as the on-site high category trees would be retained together with the protection of the surrounding street trees. Apart from the proposed building, the level of hardstanding proposed, which would be permeable paving, would not be excessive for the site with the rear part comprising private amenity space for unit 1. Soft landscaping is proposed around the side and rear of the proposed building with a 'mix of high and low level plant species' which in principle is supported. The existing trees on site to be retained and those across the street contribute towards the verdant setting. Furthermore, new trees are proposed to be planted along the southern boundary which would be positive. This would ensure the development is further screened by mature planting and that the verdant context is respected.

Ecology

8.41 The submitted design and access statement states that the removal of trees and some of the hedgerow to the perimeter of the site could be deemed to impact on habitat for bats and wild birds. However, there have been no reported sightings of bats and wild birds.' The statement suggests that 'The largest mature trees are those found in the public realm. These provide the greatest ecological benefits locally and are to be carefully protected throughout the work.' As there have been no reported bats or wild birds, together with the retention of the host dwelling, it is considered that the level of impact on ecological grounds is likely to be low. The 'single storey' element of the building would comprise a green roof which is a further positive, in terms of landscaping.

8.42 As the site towards the rear would be intensified, it is considered necessary to place a robust hard and soft landscaping scheme, especially given the siting and proximity to mature trees. Furthermore, details of mitigation measures in light of the previous paragraph will be attached requesting bird and bat boxes to ensure wildlife patterns are not disturbed from the development.

8.43 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting trees/landscaping. The removal of trees/hedges, subject to conditions, would not be of detrimental to the trees, landscaping and ecological aspects of the area.

Flood Risk

8.44 The surrounding roads and the host site fall within a high surface water flood risk area and a surface water critical drainage area. The site is not within a severe ground water flood zone. The applicant has submitted a Surface Water Drainage Strategy Phlorum dated November 2019. This confirms that a sustainable urban drainage system will be in place. It is proposed this will be through an F-Line Attenuation Tank by Rainwater Harvesting Ltd underneath the ground floor landscaped 'amenity' area of unit 1. Soakway calculations have been provided to show that the proposed infiltration tank is sufficient to drain the water from the development for up to the 1in100yr+40%cc event. The infiltration tank is to be sized using the source control function on Microdrainage. Roof pipes will be installed to control rain water and it is proposed to have all hard

surfaced areas in permeable paving which will discharge surface/rain water via the pipes to the tank. A maintenance schedule has been provided.

8.45 However, the submitted statement under paragraph 5.6 has stated that at the time of writing no infiltration testing was conducted. Infiltration testing to BRE365 is required to be conducted prior to detailed design and drainage strategy amended to suit. It was suggested that possibly partial infiltration may be feasible, as the BGS records indicate that the site is underlain by Chalk.

8.46 Officers are generally satisfied with this approach although it is considered necessary to attach a pre-commencement condition that will seek a full detailed SUDs strategy.

Sustainability

8.47 The proposal would need to comply with the Energy Hierarchy of the London Plan (Consolidated with Alterations Since 2011). Minor residential applications would need to achieve a 19% carbon emission above the 2013 Building Regulations and achieve a minimum water efficiency standard of 110 litres/person/day.

8.48 An energy statement has not been submitted as part of this application nor does the Design and Access Statement touch on this matter. Given the nature and quantum of the scheme, it is considered that compliance conditions securing the above would be appropriate.

Other Matters

8.49 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 Borough.

Conclusions

8.50 The site is in a sustainable location for new housing development, and the scale, size and amount of development appropriate for its designations and setting. The new dwellings would provide good quality family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period, and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions. The concerns of the previously refused application (17/02166/FUL) which was dismissed at appeal (APP/L5240/W/18/320034) are considered to have been addressed. Officers are satisfied that the scheme is worthy of planning permission.

8.51 As such, the proposal would comply with the relevant policies set out within the Draft London Plan 2019, London Plan 2016, Croydon Local Plan 2018 as well as the Croydon Suburban Design Guide 2019.

8.52 All other relevant policies and considerations, including equalities, have been taken into account.