

1.0 APPLICATION DETAILS

Ref: 20/05575/FUL
 Location: 16 Smitham Downs Road, Purley CR8 4NB
 Ward: Purley And Woodcote
 Description: Demolition of existing dwelling, erection of a 3/4 storey building comprising 9 flats with basement car parking, landscaping and amenity space.
 Drawing Nos: 0813 EX01; 02; 03; 04; 05; 06; 07; 08; PR01; 02A; 03A; 04; 05; 06A; 07A; 08A; 09A; 10A; 11A; 12A; 13A; 14A; 15A; 16A; 17; 18; 19.
 Agent: Charles Browne-Cole, Context Architecture
 Applicant: Atollo Limited
 Case Officer: Yvette Ralston

	1 bed	2 beds	3 bed	TOTAL
Existing	0	0	1	1
Proposed (all market housing)	1 (1 x 1b2p)	5 (3 x 2b3p, 2 x 2b4p)	3 (2 x 3b4p, 1 x 3b5p)	9

Number of car parking spaces	Number of cycle parking spaces
6	18 long-stay + 2 visitor

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria

2.0 RECOMMENDATION

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

- A financial contribution of £13,500 for sustainable transport improvements and enhancements.
- Membership of car club for all residents for 3 years.

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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Materials / details to be submitted
5. Submission of SUDS details

Pre-Occupation Conditions

6. Submission of management plan for the hard and soft landscaping, child play and communal amenity space (details in accordance with plans)
7. Reinstatement of vehicle crossover on Smitham Downs Road
8. Foul water drainage (Thames Water condition)
9. Surface water drainage (Thames Water condition)

Compliance Conditions

10. Implementation of cycle storage and refuse storage as shown on plans prior to occupation
11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Implementation of EVCPs as shown on plans
13. Development in accordance with accessible homes requirements
14. Obscure glazing on windows at first floor and above on north and west elevations
15. Compliance with energy and water efficiency requirements
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required (in relation to condition 7)
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to condition 11)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing 2 storey detached dwelling
 - Erection of a replacement part 3, part 4 storey building comprising 9 flats
 - 6 parking spaces and 18 cycle parking spaces in an underground car park accessed from Woodcrest Road
 - Communal and private amenity space, play space and hard and soft landscaping including new trees
- 3.2 During the assessment of the application, minor amendments to the design and site plan have been made, including:
- Removal of 3 car parking spaces on the front forecourt and removal of crossover on Smitham Downs Road, and replacement with additional landscaping and amenity space.
 - Revised materials and tweaks to the proportions of the building
- 3.3 These amendments were not material in nature and did not require public re-consultation.



Site and Surroundings

- 3.4 The site is a corner plot at the junction of Smitham Downs Road and Woodcrest Road. The existing property on the site is a traditional suburban style 2 storey detached property with a pitched roof and gables in white render and hung tile. The site slopes upwards from Smitham Downs Road towards the north, and Smitham Down Road slopes upwards from east to west. The frontage of the site is predominantly grass with an area of hardstanding for car parking which is accessed via a crossover from Smitham Downs Road, and there are steps leading directly from the corner of the site to the front door. The existing property has a north facing garden to the rear which is screened from Woodcrest Road

by poor quality hedging. The wider area is suburban and residential in character, comprising detached properties of varying styles and materials.

- 3.5 The development to the rear is for a 2-storey 3-bed house fronting onto Woodcrest Road (permitted under application ref: 18/05067/FUL) which is currently under construction. The site itself is not subject to any specific land use designations. Smitham Downs Road is a classified road and the site has a PTAL rating of 2. The site is at medium risk of surface water flooding.



Aerial view of site

Planning History

- 3.6 Site history is set out below.

Reference	Description	Decision	Date
20/00271/DISC (Land R/O 16 Smitham Downs Road)	Discharge of conditions 2 (Various details) 7 (Materials), 8 (Landscaping), 11 (carbon reduction) attached to to permission 18/05067/FUL for erection of a two-storey three bedroom detached house, provision of vehicular access, parking spaces and amenity space (amendment to planning permission 17/02815/FUL).	Approved	29.06.2020

18/05067/FUL (Land R/O 16 Smitham Downs Road)	Erection of a two-storey three bedroom detached house, provision of vehicular access, parking spaces and amenity space (amendment to planning permission 17/02815/FUL)	Permission granted	06.03.2019
18/01565/HSE (16 Smitham Downs Road)	Erection of single / two storey side / rear extensions; the erection of a rear dormer window; and demolition of two chimneys.	Permission granted	23.05.2018
17/02815/FUL (Land R/O 16 Smitham Downs Road)	Erection of a two storey 3 bedroom detached house fronting onto Woodcrest Road	Permission granted	09.08.2017
16/05766/FUL (Land R/O 16 Smitham Downs Road)	Erection of a two storey two bedroom house at rear; formation of vehicular access onto Woodcrest Road and provision of associated parking	Permission granted	05.01.2017
16/02874/P	Erection of a two storey two bedroom house at rear; formation of vehicular access onto Woodcrest Road and provision of associated parking	Application withdrawn	N/A
08/00956/P	Erection of three bedroom detached chalet bungalow at rear fronting Woodcrest Road with integral garage; formation of vehicular access onto Woodcrest Road and provision of associated parking	Permission refused	19.05.2008

3.7 A pre-app took place before submission of the current scheme:

- 20/01748/PRE: Demolition of single family dwelling and erection of 1 no. 3/4 storey corner block with basement parking, cycle stores and refuse consisting of 1 one bedroom unit, 5 two bedroom units and 3 three bedroom units. 9 units in total.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.

- The proposal includes a mix of different sized units including 30% 3-bed units and provides a decent quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene and in increase in the number of trees on the site.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

Thames Water

- 5.1 No objection subject to conditions regarding details of surface water drainage and foul water drainage.
- 5.2 The views of the Planning Service are expressed in the Material Planning Considerations section below.

6.0 LOCAL REPRESENTATION

- 6.1 The application was publicised by 6 letters of notification to neighbouring properties.
- 6.2 The number of representations received in response to the consultation are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually.
- 6.3 No of individual responses: 111; Objecting: 110; Supporting: 1
- 6.4 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site and around the junction	Addressed in paragraphs 8.5-8.12 of this report
Too high and dominates neighbouring properties which are 2 storeys	
Overbearing as the plot is raised	
Design out of keeping with the street. Too urban	
Underground parking out of keeping with the area	

Rear building line is beyond neighbouring properties	
Highways impacts	
Inadequate car parking resulting in pressure on surrounding roads including at the junction which will be dangerous	Addressed in paragraphs 8.27-8.35 of this report
Additional parking on the main road makes emerging from junctions e.g. The Horseshoe dangerous.	
Smitham Downs Road is a bus route and is heavily used by school children and elderly people and construction will make the road unsafe	
Entrance to the car park is a safety issue for children crossing Woodcrest Road	
Do not support digging into the ground for underground parking	
White/yellow lines should be extended to all junctions round the Vale, Downlands Road and Woodcrest road	
Neighbouring amenity impacts	
Detrimental to the amenity of neighbouring occupiers	Addressed in paragraphs 8.18-8.23 of this report.
Overlooking towards number 17 opposite due to the number of windows and balconies facing the street	
Overshadowing and overlooking to 1a Woodcrest Road (and other properties on Woodcrest Road)	
Overshadowing and overlooking to 14 Smitham Downs Road	
Quality of accommodation	
Inadequate amenity space for residents. It will also be in the shade and is on a slope.	Addressed in paragraph 8.16 of this report.
The wheelchair ramp starts next to the neighbours drive which is not safe	Addressed in paragraph 8.14 of this report.
Impacts on the local area	
Nearby developments within 500m should be completed and 80% occupied before considering additional development to better understand	This specific suggestion would not be enforceable, but cumulative impacts on parking have been addressed in paragraph 8.31.

impacts on amenities, parking and traffic.	
Trains at Purley are already overcrowded	This is not a material planning consideration.
Inadequate supporting infrastructure such as schools, hospitals and drainage	The development will make a CIL payment to contribute towards local infrastructure and services
<i>Other matters</i>	
Loss of greenery and habitats	A landscaping plan has been provided and the grass verge will be retained and enhanced
Carbon footprint from use of water, electricity, gas, vehicles.	A standard condition will be attached to ensure compliance with water and energy standards.
Increased flood risk	Flood risk has been considered and further detail will be required by condition
Building works have commenced	Construction has commenced on a separate scheme for 1 dwelling to the rear (18/05067/FUL)
Too much development in the area	Each scheme is assessed on its own merits
Loss of family home	3 x 3-bed homes are provided which is a net increase of 2 family homes
No site notices were displayed	Not required for this site, as outlined in Croydon's Statement of Community Involvement
There are unsold flats nearby	Noted
Area not identified for intensification in the Local Plan	Gradual intensification is permitted in any suitable locations of the borough
Construction impacts will be disruptive	A Construction Logistics Plan will be required by condition

6.5 The Purley and Woodcote Residents Association objects to the proposal on the following grounds:

- Loss of a family home
- Overdevelopment of the site resulting in inadequate amenity space for potential occupiers, especially due to the building of a 3 bed house in the garden of the existing house
- design is out of keeping as a result of its massing, form, layout and appearance
- Detrimental to the amenity of occupiers of adjoining properties by visual intrusion, increased noise and loss of privacy
- Inadequate car parking, resulting in additional on street parking, putting parking pressure on the surrounding area, and increased traffic movements, endangering road safety

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 New London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2019). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.
- 7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling

- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Access, parking and highways impacts
- Flood risk and energy efficiency

Principle of Development

8.2 The site's existing use is residential and as such the principle of redeveloping the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site to provide 9 flats - a net increase of 8 homes - is acceptable.

8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to meet the borough's need

for family sized units and ensure that a choice of homes is available in the borough. The proposal provides 3 x 3-bed units (33%) in compliance with this target. The existing property on the site is 1 x 3b5p house, so the proposal would result in a net uplift of 2 x family-sized dwellings in compliance with policy DM1.2. In addition, 5 x 2-beds and 1 x 1-bed are proposed, for a total of 9 units, which represents a good mix of different sized dwellings.

- 8.4 The proposed scheme on the site for 9 units would not trigger affordable housing contributions in line with policy SP2. There is an additional property currently under construction to the rear of the site (application ref: 18/05067/FUL) which has no relationship to the application site and is being developed separately. It is therefore not possible to consider these sites together and to seek affordable housing contributions.

Design and impact on the character of the area

- 8.5 The existing building is a traditional suburban 2 storey detached property in white render with a hung tile pitched roof. It is raised up on a grass verge and has a green frontage on both Smitham Downs Road and Woodcrest Road. The building itself does not hold any significant architectural merit and there is no in principle objection to its demolition.
- 8.6 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.
- 8.7 The site is a corner plot and neighbouring properties on Smitham Downs Road and woodcrest Road are predominantly 2 storeys plus roof. The Suburban Design Guide SPD suggests that that an appropriate height for intensification schemes on a site such as this is 3 storeys plus accommodation in the roof space and 1 additional storey on the corner. The proposed building is 3 storeys plus roof on the corner, stepping down to 2 storeys plus roof on both the Smitham Downs Road frontage and the Woodcrest Road frontage. The building will remain raised up on top of the grass verge (as per the existing arrangement) with a basement car parking level introduced below. The variation in buildings heights is supported as it helps to break up the mass of the building and the step down in height ensures that the building responds well to the building heights in the immediate context, with the section of the building adjoining neighbouring properties on Smitham Downs Road being below the neighbour's eaves and ridge line. The height of the proposed building is supported and is accordance with policy.



Figure 2.10c: Where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below.

Extract from Suburban Design Guide SPD



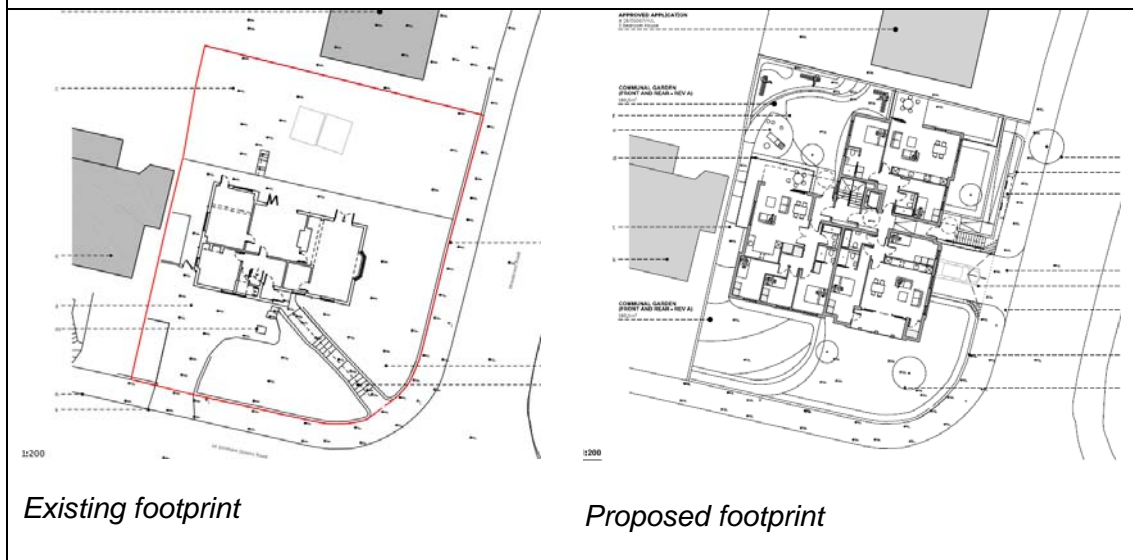
Roof eaves and ridge on main corner section lowered - REV A

Proposed streetscene elevation (Smitham Downs Road)

- 8.8 The building lines on both street facing frontages are set well back, retaining the wide landscaped frontage on both sides. The proposed building lines respond well to their neighbouring properties on both Smitham Downs Road and Woodcrest Road – and better than the existing property on the plot. There is a gap of 1.8m to the site boundary on the western side and 2.5m to the boundary on the northern side (at the closest point). The retention of the raised grass verge is supported in principle as it enables the provision of underground car parking which reduces the need for surface car parking spaces on this fairly prominent corner site, allowing the green frontage to be retained and enhanced. The rear building line corresponds with the neighbouring property to the west and there is no breach of the 45 degree line in plan from this property. The proposed increase in footprint from the existing property on the site is concentrated on the Woodcrest Road frontage, away from neighbouring gardens to the west. In general, the mass of the proposed building in terms of height and footprint is considered to be acceptable.



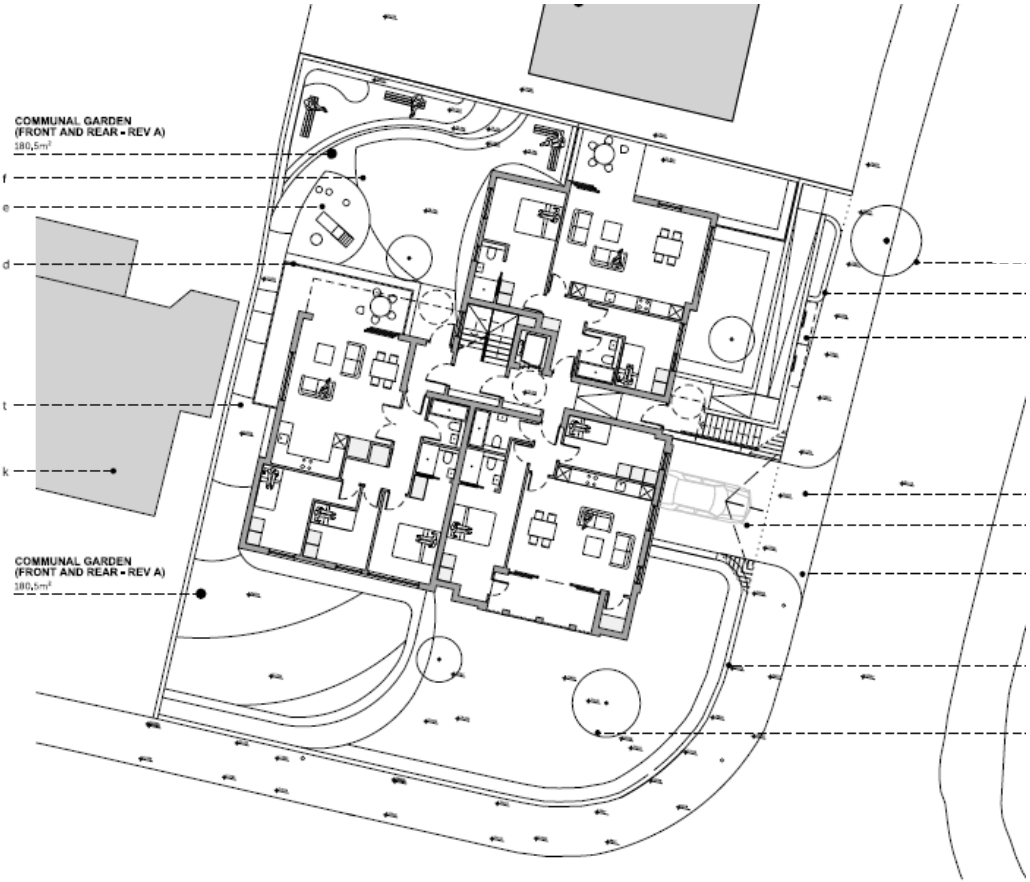
Extract from Suburban Design Guide SPD Figure 2.14b



8.9 The proposed design approach is a contemporary reinterpretation and a clear justification for this approach has been provided. A character appraisal has been undertaken identifying characteristics of the built form in the immediate context including the architectural features of nearby properties. Features include prominent and protruding gables, varying roof styles including some hipped and gabled roof forms, a fairly neutral palette of materials and some examples of mock tudor detailing. Neighbouring property styles have been identified as 'formal' and 'informal' and analysis has been undertaken into the varying roof forms and fenestration arrangements of these different styles of property. A detailed analysis of roofscape rhythms along the street has also been provided to demonstrate how the proposed roof form, which is a pitched roof with overhanging eaves, has been achieved; the roof form mirrors the profile of the eaves on the neighbouring corner (14 Smitham Downs Road) to create continuity within the streetscene. The eaves and ridge height of the taller corner element have been lowered slightly during the course of the assessment, whilst retaining its prominence. There are also dormer windows proposed in the roof. The

proposed vertical windows draw on the proportions and positioning of windows locally.

- 8.10 Proposed materials are predominately red brick with grey tiled roof (which has been amended slightly during the course of the assessment). Consideration has been given to detailed design elements such as the proposed concealed gutters and other ancillary items. In general, the proposed design has been well considered and is supported by a high quality character appraisal which demonstrates that the proposal is contextually appropriate. The proposal is considered to represent an enhancement to the streetscene.
- 8.11 In terms of site layout, the proposal includes 6 car parking spaces at basement level, accessed via a new crossover from Woodcrest Road, and the existing crossover on Smitham Downs Road would be reinstated. Landscaping along the wide front verge on both Smitham Downs Road and Woodcrest Road would be retained and enhanced. Pedestrian access is also provided to the front entrance via both a ramped path and steps from Woodcrest Road. Bin storage and bike storage is internal at basement level. At ground floor level there is access through the building to the rear amenity space and play space, and this space also links to the front landscaped area to provide additional outside space for residents. A lift is provided internally.



Proposed site plan

- 8.12 The proposal is considered to comply with policies SP4.1 and DM10 as it has an appropriate height, mass and siting on this corner plot and is of a high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

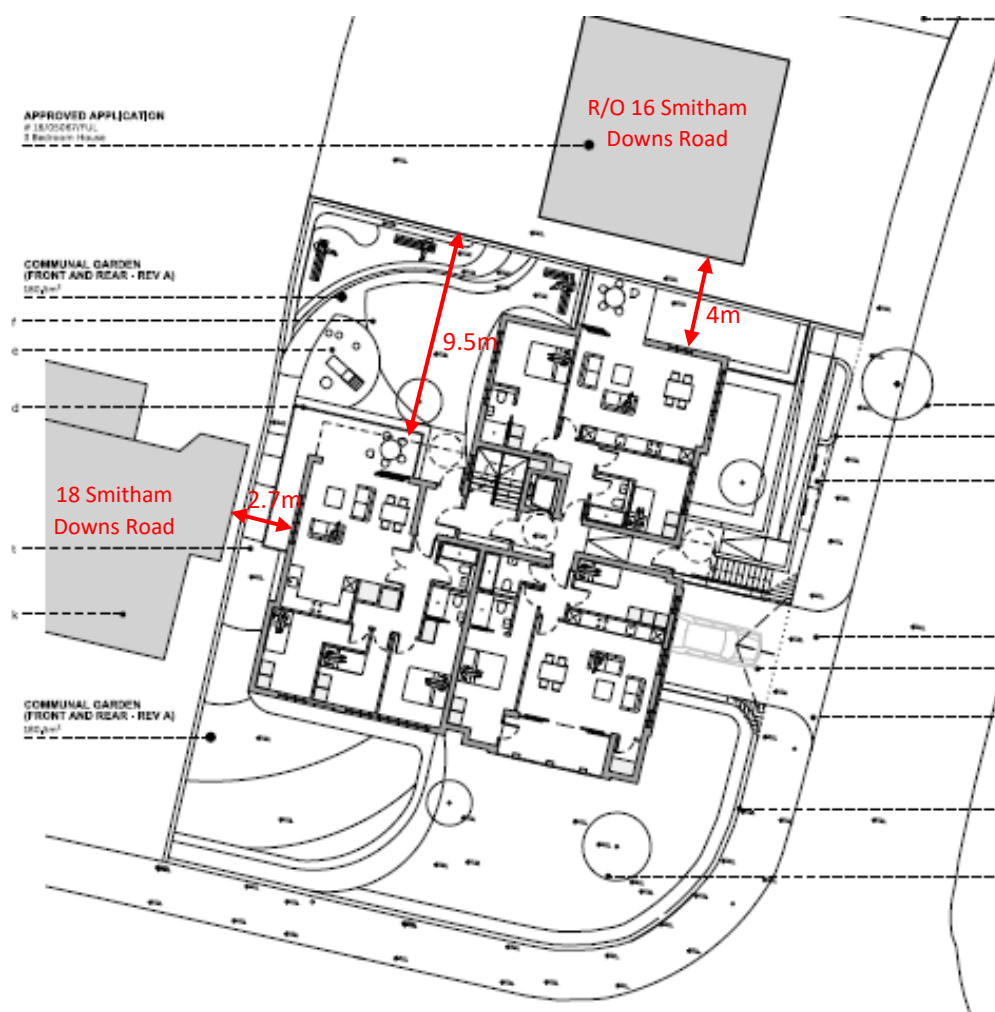
Quality of Accommodation

- 8.13 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units exceed the minimum space standards and internal layouts have been well thought with adequate storage space. All proposed units are dual or triple aspect and will receive good levels of light given that the predominant orientation of this corner site is towards the south and east. Unit 9 (3b5p) is a duplex unit with bedroom space at roof level.
- 8.14 Accessibility requirements have been considered in detail. A lift is provided internally, providing step free access from basement level to all units. All facilities of the site are accessible in a step free manner including the bins and bikes (in the basement) and the rear amenity and play space. Turning circles are shown in the internal access corridor, and as mentioned previously there is ramped access from Woodcrest Road to the front door. A representation has raised concern about the proximity of the wheelchair ramp to the neighbour's driveway. The crossover for the neighbouring house at the rear of 16 Smitham Downs Road is in the centre of the site (shown on plan 20/00271/DISC), approximately 7m from the proposed ramp, and it has been demonstrated that the appropriate pedestrian sightlines have been achieved from the site next door, so this is not considered to be a safety concern. 8 of the 9 proposed units are M4(3) compliant (fully wheelchair accessible). The proposal complies with the accessibility requirements of London Plan Policy D7.
- 8.15 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Private amenity space is provided in the form of private terraces for the ground floor units and balconies for the upper floor units, all exceeding the space requirements. The ground floor private spaces (including to flat 1 at the front and flats 2 and 3 at the rear) are appropriately screened from the communal spaces by hedging. At upper floors balconies are inset.
- 8.16 The shared garden totals over 140sqm in area, with space available at both the rear and the front of the site. As noted in representations, the rear amenity space will be shady due to its location on the north west corner of the site, which is a layout shared with other properties on this side of Smitham Downs Road, and there is no other potential location for amenity space away from the road. In addition, the space at the front will receive more sun and is appropriately screened from the street by 1.5m high hedging. The front and rear spaces are connected and areas of seating, planting grass and play space are incorporated. Policy DM10.4 (table 6.2) would require 18sqm of play space for this site, calculated using the Mayor of London's population yield calculator; play space is incorporated in the centre / rear of the shared garden as part of the landscape strategy.

- 8.17 The applicant has provided a fire statement and fire strategy showing the fire resistance credentials of the building to minimise the risk of fire spread, the location of a fire appliance, means of escape and the evacuation assembly point. This matter will be finalised through the Building Regulations regime.
- 8.18 The proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on neighbouring residential amenity

- 8.19 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. The nearest residential properties are the 2 storey dwelling being constructed to the rear (application ref: 18/05067/FUL) and 18 Smitham Downs Road to the west. The proposed massing does not breach the 45 degree lines from either of the closest neighbouring properties in plan or elevation (as shown on drawing 0813PR17).



Proposed site plan showing relationship with neighbouring properties

- 8.20 The new property to the rear (under construction) has one window at first floor level on its south elevation which is a secondary window to a bedroom and is obscured. The part of the proposed building closest to the property at the rear is 2 storeys plus roof and is 4m from the property. The proposed windows at first and second floor level are obscured (they are secondary windows to living rooms which are served by other windows / balconies) so there are no overlooking impacts towards the property at the rear. There is a first floor balcony on the north elevation (unit 5) which would look towards the rear garden of the new property at a distance of 9.5m. This separation distance is considered to be appropriate.
- 8.21 Representations have raised concerns around overlooking towards 1a Woodcrest Road, which is located beyond the new house being constructed to the north. Overlooking towards the garden at a distance may be possible but this would be over/past the new house being constructed and is not considered to be a concern. There may be a minor reduction in the amount of sunlight reaching the property and garden of 1a Woodcrest Road (and the new property at the rear of the application site) compared to the existing situation as the proposed building is taller than the existing on the site and located to the south, however impacts are likely to be minor given the separation distance and not significant enough to be a material concern.
- 8.22 The property to the west (18 Smitham Downs Road) is a two storey dwelling with a single storey side/rear extension closest to the application site (at a distance of 2.7m). The topography of the area means that number 18 is at a higher land level than the application site, and when considered alongside the fact that the proposed part of the building closest to number 18 is kept low at 2 storeys plus roof, and that there is no breach of the 45 degree lines in plan or elevation, it is not considered that the proposal would have an overbearing impact on number 18. Number 18 has 2 windows at first floor level, one of which is likely to be a secondary window serving a bedroom and the other looks to be a bathroom window. The impact of the scheme on the light and outlook of the bathroom is not considered to be detrimental, given the use of the room but the bedroom window impact needs to be considered. As the proposal is set at a lower level than no 18 the impact would not be as great. The siting of the window in question would further minimise impact as would its location towards the front of the site, so light would still be retained from the south. All proposed windows above first floor level on the west side of the building are proposed to be obscured, as are some secondary windows at ground floor level. There is a 1.7m high privacy screen attached to the west side of the balcony to flats 5 in order to avoid overlooking to the first 10m of the private garden of number 18, in accordance with policy DM10.6c.
- 8.23 Representations have also raised concerns about overlooking towards numbers 14 Smitham Downs Road (over the road to the east) and 17 Smitham Downs Road (over the road to the south). The overlooking distances to both of these properties are over 20m and are over public highways which does not raise any concerns in terms of undue amenity impacts on privacy.
- 8.24 Any potential amenity impacts have been adequately mitigated and the proposal complies with policy DM10.6.

Trees and landscaping

- 8.25 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. There are no trees of note existing on the site. The only vegetation on the site currently is bushes on the boundary with Woodcrest Road, a small tree on the front verge and grass in the rear garden. New tree planting is proposed including 3-4 silver birch on the front verge and 3 x flowering dogwood on the site (one on the Woodcrest Road frontage, one on the Smitham Downs Road frontage and one in the rear garden). There is a street tree outside the site on Woodcrest Road which will be unaffected. A landscaping plan is proposed which represents an enhancement to the existing landscaping on the site.
- 8.26 The raised verge at the front would be planted with wildflower turf around the corner of the site with a 0.5m high hedge around the edge. The shared amenity space for residents is spread around the front and back of the site, totalling around 140sqm. This would be laid to lawn (shade tolerant) with flower beds, seating and play space. The front amenity space would be screened from the road by 1.5m high hedging and is considered to be usable. Boundary treatments between private and shared amenity space is also shown on the plan as hedging. Much of the hedging proposed is native, offering opportunities for biodiversity. Permeable paving is proposed in the entranceway to the underground parking and stone for the ramped and stepped entrances from Woodcrest Road.
- 8.27 Overall there is a net increase in trees and a high quality landscaping scheme is proposed in accordance with policy DM10.8.

Access, Parking and Highway Safety

- 8.28 The site has a Public Transport Accessibility Level (PTAL) of 2 which indicates poor access to public transport. Smitham Downs Road is a classified road (B2030) and there are no CPZ controls in the area.

Access arrangements and car parking

- 8.29 The site currently has a vehicle crossover on Smitham Downs Road. The proposal is to remove this crossover and introduce a new crossover on Woodcrest Road to provide access to the underground car parking. It has been demonstrated that the new crossover will not conflict with the RPA of the street tree.
- 8.30 The underground car park has 6 spaces, 2 of which are disabled bays with extra width for manoeuvring. Vehicle tracking using a 4.8m car demonstrates that all spaces are accessible. 20% active and 80% passive electric vehicle charging points would be provided in line with policy DM30. Pedestrian sightlines are shown within the site boundaries each side of the vehicular access, and these areas are kept clear of any planting or obstructions (as demonstrated on the landscaping plan). Vehicular sightlines of 2.4m x 25m are achieved at the entrance point on Woodcrest Road. A previous version of the site plan showed 3 additional surface level car parking spaces on the front forecourt but these have been removed at the request of the Highways Authority.

- 8.31 With regards to the quantity of car parking spaces, in areas of PTAL 2 in outer London, London Plan policy T6.1 would permit up to 1 parking space for 3-bed units and up to 0.75 spaces for 1-2 bed units which would equate to a maximum of 7.5 car parking spaces. 6 are provided. A Transport Statement has been submitted and a parking stress survey has been undertaken in accordance with the Lambeth Methodology. Parking beat surveys were undertaken overnight on 1 October and 7 October 2020 in roads within 200m walking distance of the site, including Smitham Downs Road, Manor Wood Road, The Vale, Downlands Road and Woodcrest Road, concluding that parking stress is 24% (110 spaces available within the study area). Parking on Smitham Downs Road is not encouraged (although there are no restrictions) because it is a classified road and a bus route, so if this road is removed from the results, parking stress is 33%, which is low. The proposed access is from Woodcrest Road so it is most likely that cars will park on Woodcrest Road, where a parking stress of 41% was recorded (43 spaces, 17.5 cars parked). This suggests that there is adequate car parking space for overspill car parking (1.5 cars according to London Plan standards or 3 cars if each household owns 1 car) and this is considered acceptable.
- 8.32 In terms of cumulative impacts from nearby developments, a search area of 300-350m walking distance has been analysed and 4 developments have been identified which have potential to impact on on-street parking conditions (1 Smitham Downs Road, 32 Woodcrest Road, 37 Smitham Downs Road and 10 Smitham Downs Road). 37 Smitham Downs Road had already been implemented by the time of the parking beat survey so those parked cars would already have been captured in the above figures. The maximum potential number of overspill cars from the other 3 developments is 15 vehicles. If all of these are to park within the study area for the application site (which is unlikely – particularly for 1 Smitham Downs Road and 32 Woodcrest Road), the parking stress would rise to 35% (or 67% if all available spaces on Smitham Downs Road are also discounted). The cumulative impacts are considered to be acceptable given the low parking stress in the vicinity.
- 8.33 Representations have raised concerns about on street parking and resulting issues regarding visibility around junctions. A contribution of £13,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area. Part of this contribution could be used towards the introduction of yellow lines on junctions. The contribution would also be used towards on street car clubs with electric vehicle charging points (ECVPs) within the Purley / Coulsdon area as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. Every residential unit will be provided with a minimum 3-year membership to a local car club scheme upon first occupation of the unit, secured by S106 Agreement.
- 8.34 Conditions will be attached to require a condition survey of the surrounding footways, carriageway and street furniture will be required prior to a start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern. A condition would also be required for a Construction Logistics Plan (CLP) due to the location of the site close to the junction and because of the excavation required for the basement car park.

- 8.35 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

Cycle parking

- 8.36 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 17.5 cycle parking spaces for residents plus 2 visitor parking spaces. Cycle parking for residents is provided in the basement. There are 9 individual storage cupboards, each with a Sheffield stand which would enable 2 bikes to be secured (18 bike spaces in total) and would also allow storage of other items. 2 visitor parking spaces are provided in the front of the entrance ramp. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

Waste / Recycling Facilities

- 8.37 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is proposed internally at basement level with bins for general waste (1x1100ltr), dry recycling (2x1100ltr) and food recycling (1 x 180ltr). There is also a 10sqm space for bulky waste. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

Flood Risk and Energy Efficiency

Flood risk

- 8.38 The site is located within flood zone 1 but within an area at medium risk of surface water flooding. A basic SUDS plan has been submitted as required by Local Plan policy DM25 and London Plan policy SI13. ACO brickslot drains or raindrains will be positioned around the site with attenuation chambers on the south west corner of the site. The majority of the external parts of the site is grass or wildflower planting. The proposed SUDS strategy will need to be finalised at condition stage to ensure that flood risk is managed appropriately and a condition requiring full details will be attached.

Energy efficiency

- 8.39 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.40 The provision of 9 flats in this location is acceptable in principle. The proposed design, massing and site layout on this corner plot is supported and is justified by a high quality character analysis. The quality of accommodation is acceptable, with good levels of accessibility. A good quality landscaping scheme is proposed

which would offer an enhancement to the streetscene and a net increase in trees on the site, and provide an acceptable standard of communal amenity space and play space for residents. Amenity impacts on neighbouring properties have been successfully mitigated through appropriate use of obscure glazing. 6 car parking spaces are proposed in an underground car park and it has been demonstrated that there is sufficient space in the surrounding roads to accommodate overspill car parking. Surface water flows have been considered in the design and details will be required by condition.

- 8.41 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

- 8.42 A Fire Safety Strategy has been submitted as required by policy D12 of the London Plan.
- 8.43 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.44 All other planning considerations including equalities have been taken into account.