

**1.0 APPLICATION DETAILS**

**Ref:** 21/01473/FUL  
**Location:** 220 Brighton Road | Purley | CR8 4HB  
**Ward:** Purley and Woodcote  
**Description:** Demolition of existing two storey house and detached garage and erection of a three/four storey building to provide 9 units with associated new vehicular access, car parking, cycle/refuse storage and soft/hard landscaping.  
**Drawings:** BR - OBA - 00 - 00 - DR - A - 0101 – PA; BR - OBA - 00 - 00 - DR - A - 0200 – PA; BR - OBA - 00 - 01 - DR - A - 0201 – PA; BR - OBA - 00 - RF - DR - A - 0202 – PA; BR - OBA - 00 - 00 - DR - A - 0100 – PA; BR - OBA - 00 - 01 - DR – A; BR - OBA - 00 - 00 - DR - A - 0250 – PA; BR - OBA - 00 - 01 - DR - A - 0251 – PA; BR - OBA - 00 - 02 - DR - A - 0252 – PA; BR - OBA - 00 - 03 - DR - A - 0253 – PA; BR - OBA - 00 - RF - DR - A - 0254 – PA; BR - OBA - 00 - 00 - DR - A - 0451 – PA; BR - OBA - 00 - 00 - DR - A - 0452 – PA; BR - OBA - 00 - 00 - DR - A - 0453 – PA; BR - OBA - 00 - 00 - DR - A - 0454 – PA; BR - OBA - 00 - 00 - DR - A - 0450 – PA; BR - OBA - 00 - 00 - DR - A - 0350 – PA; BR - OBA - 00 - 00 - DR - A - 0351 – PA; BR - OBA - 00 - 00 - DR - A - 0352 – PA; BR - OBA - 00 - 00 - DR - A - 0353 – PA; BR - OBA - 00 - 00 - DR - A - 0354 – PA; BR - OBA - 00 - 00 - DR - A - 0355 – PA; LC-2856-01  
**Statements:** Arboricultural Impact Assessment, Arboricultural Method Statement & Tree Protection Plan dated 30/11/2021, Daylight and Sunlight Report dated 14/05/2021, Fire Statement dated 27/11/2021, Flood Risk Assessment & Conceptual Drainage Strategy dated 13/04/2021, Transport Statement dated April 2021, Transport Statement Addendum dated December 2021, Daylight and Sunlight Addendum letter dated 30/06/2022  
**Agent:** Heather Tatton, OB Architecture  
**Case Officer:** Natalie Rowland

	Type of Units				Totals
	One Bedroom	Two Bedroom	Three Bedroom	Five Bedroom	
Existing	0	0	0	1	1
Proposed	2	4	3	0	9

Number of Vehicle Parking Spaces	Number of Cycle Parking Spaces
Three (3)	Eighteen (18) + 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.
  - S278 agreement for highways works
- 2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### CONDITIONS

#### Standard

1. Three-year time limit for commencement.
2. Requirement for development to be carried out in accordance with the approved drawings and reports.

#### Pre-Commencement of Development Conditions

3. Submission and approval of a Construction Management Plan and Construction Logistics Plan.
4. Submission and approval of details of the materials specifications including facing materials, joinery and openings.
5. Submission and approval of cycle and refuse storage details.
6. Submission and approval of details on the Landscaping Strategy including a Biodiversity Enhancement Strategy, landscaping management plan, and details on: boundary treatment design; play space arrangement equipment, and materials/plantings for hard/soft landscaping.
7. Submission and approval of details of a Sustainable Urban Drainage System.

#### Pre-Occupation Conditions

8. Submission and approval of vehicle turntable details and management.
9. Submission and approval of details of Electric Vehicle Charging Points.
10. Submission and approval of details of a Waste Management Plan.

#### Compliance Conditions

11. Compliance with Arboricultural Assessment and Tree Protection Plan
12. Compliance with Fire Strategy
13. Provision and maintenance of off-street vehicle parking spaces.
14. Provision of accessible and adaptable dwellings.
15. Compliance with dwelling emissions rate and water efficiency standard.
16. Provision of ultra-low NOx boilers.

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

2.4 That, if within three (3) months of the issue of a draft planning permission decision notice, the legal agreement to secure the sustainable transport contribution of £13,500 and other required S278 works have not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

### INFORMATIVES

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

## **3.0 PROPOSAL AND LOCATION DETAILS**



Figure 1 - CGI of front of proposal (from Brighton Road)

### **Proposal**

3.1 The application seeks Planning Permission for the redevelopment of the site involving the:

- Demolition of the existing residential dwelling house.
- Erection of three/four storey building comprising nine units.
- The building would comprise 2 x 1B 2P units, 3 x 2B 4P units, 1 x 2B 4P (duplex) unit, 1 x 3B 5P unit and 2 x 3B 6P units.
- Provision of 3 off street parking spaces

- Communal and private amenity space, play space and hard and soft landscaping
- Provision of associated refuse and cycle storage.

3.2 From the Brighton Road elevation, the building will have a ridge height of between 11.9m – 13.2m and will be formed of three full stories with the top floor set within the pitched roof.

3.3 The unit mix and floor area would be as per the Table below:

		Internal floor area (sqm)	
		Requirement	Proposed
Ground Floor	UNIT 1 (3B5P)	86	119
	UNIT 4 (2B4P) Duplex	79	109
First Floor	UNIT 2 (2B4P)	70	82
	UNIT 3 (1B2P)	50	52
Second Floor	UNIT 5 (2B4P)	70	75
	UNIT 6 (3B6P)	95	95
	UNIT 7 (1B2P)	50	55
Third Floor	UNIT 8 (2B4P)	70	80
	UNIT 9 (3B6P)	95	101

Figure 2 - Accommodation mix and floor area

- 3.4 The private amenity spaces above first floor are all set within recessed balconies, whilst the space serving Units 1 and 4 on the ground floor are in the form of private gardens which are separated from the rest of the communal amenity by hedging.
- 3.5 The communal amenity is proposed in the south east of the site, largely extending along the Brighton Road frontage of the building and wrapping around the southern point. This space has been identified on the landscaping plan as a joint communal amenity/playspace area of 157sqm.
- 3.6 Both the refuse and cycle stores have been contained within the footprint of the building. Due to the sloping nature of the site, the long stay cycle store is accessed from the ground floor Brighton Road entrance, while the refuse store

is accessed from the Smitham Downs Road entrance. Short stay visitor parking is located close to the Brighton Road entrance.

- 3.7 Over the application process, numerous trees have been removed from the site frontage. As they were not protected nor is the site within a Conservation Area, there is no objection to their removal. That said, in order to ensure an appropriate level of tree cover, revised soft landscaping plans have been received which detail the inclusion of twelve semi-mature trees within the site.

### Site and Surroundings



Figure 3 – Google maps view of site

- 3.8 The site is a triangular shaped corner plot, on the north eastern side of Brighton Road, to the north of the junction with Smitham Downs Road and The Drive. The site is occupied by a large inter war style detached dwelling formed in an L shape. The building predominantly addresses Brighton Road with its front elevation and its rear elevation facing onto Smitham Downs Road. There is a rear vehicular access into the site from Smitham Downs Road.
- 3.9 On the front Brighton Road elevation there is a low level wooden close board fence with an approximately 1.5m high hedge screening behind. To the rear, the site is enclosed by a 1.8m close board fence.
- 3.10 The surrounding area is predominantly residential in nature. Its adjacent properties are similar sized detached period properties however there have been a number of flatted developments built over the last few years. On the southern side of Brighton Road property types predominantly include other interwar style semi-detached houses finished in render with hipped roofs and decorative bay and gable features. Heading up Smitham Downs Road, the character changes

with elements of inter war style detached dwellings but there are also a number of smaller mid-century style detached dwellings, thus the architectural styling of the surroundings is varied to some degree.

- 3.11 The application site has a Public Transport Accessibility Level (PTAL) of 3 and does not lie within a Controlled Parking Zone. That said, Smitham Downs Road has a small section (adjacent to the access with Brighton Road) of restricted parking (single yellow lines) between 8am and 9:30am and 4:30pm and 6:30pm.
- 3.12 Land levels within the site and wider area slope up to the north/north east.
- 3.13 The site is at high risk of surface water flooding and is in flood zone one.

### **Planning History**

- 3.14 20/06679/PRE- Redevelopment of site to include demolition of existing property, erection of nine apartments over part 3 part 4 storeys comprising a mix of one, two and three bedroom apartments, provision of six onsite parking spaces. Advice given.
- 3.15 89/02418/P - Continued use of one room on ground floor as an office. Permission granted on 22/11/1989
- 3.16 88/03561/P - Alterations and use of premises as offices; erection of single storey side extension and formation of front/rear car park. Permission refused on 21/12/1988
- 3.17 83/02451/P - Use of room on ground floor as office. Permission granted on 03/04/1984
- 3.18 The following planning history for nearby properties is relevant:

#### 1 Smitham Downs Road

- 3.19 19/04500/FUL - Demolition of existing three storey house and detached garage and erection of a five storey building including basement accommodation and within the roof space to provide 9 units as well as associated new vehicular access, car parking, cycle/refuse storage and soft/hard landscaping. Permission granted on 25/08/2020 and currently under construction

#### 5 Smitham Downs Road

- 3.20 20/05370/FUL - Demolition of existing dwelling, the construction of a part 4 / part 5 storey residential building accommodating 20 flats, all together with vehicular accesses from Smitham Downs Road and The Vale, vehicle and cycle parking, refuse provision and associated hard and soft landscaping (amended description). Permission refused and currently at appeal.

## 1 Brighton Road

- 3.21 18/00841/FUL - Demolition of existing detached dwelling: erection of two/three storey building comprising 4 one bedroom and 5 two bedroom flats: formation of vehicular access onto Stoats Nest Road and provision of associated 5 car parking spaces. Permission granted on 14/09/2018.

## 195 and land R/O 197 Brighton Road

- 3.22 19/02508/FUL - Demolition of an existing bungalow and erection of two-storey house, and the erection of a four storey building to the rear to provide 8 flats(with accommodation in the roof space), including associated proposed amenity space, landscaping, parking, access road, cycle and refuse storage. Permission granted on 22/10/2019

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

- The principle of developing the site to provide much needed homes and contributing to the Borough's housing targets is acceptable.
- The design and appearance of the development is acceptable and would evolve the local character whilst using land efficiently. Planning conditions are recommended to ensure that the development would use high quality materials, detailing and landscaping.
- On balance, the living standards for future occupiers would be acceptable, with acceptable light and outlook levels, private amenity space, communal amenity space and child play space.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The level of parking and impact upon the local transport network is considered acceptable subject to conditions and planning obligations.
- The proposal's impact on trees and biodiversity is acceptable subject to conditions and the inclusion of semi-mature species.
- Suitable sustainability measures have been included.
- The proposed flooding and sustainable drainage measures are acceptable subject to conditions.

## **5.0 CONSULTATIONS**

- 5.1 Transport for London – Requested further information on the EV charging infrastructure, number of cycle parking provision and Construction Logistics Plan. [Officer note – these points are considered within the assessment but it is considered appropriate to address them by condition]

## 6.0 LOCAL REPRESENTATION

- 6.1 Thirty (30) neighbouring properties were notified of the application and invited to comment. A total of 21 representations were received, of which all were objections to the proposal. Chris Philp MP also objected to the proposal. The concerns raised in the objections received are summarised in Table 6.0, which also contains the Case Officer's response to the objections.
- 6.2 Revisions have been accepted over the course of the application, with a view to primarily addressing transport concerns. A re-consultation took place in December 2021 and five objections were received.

SUMMARY OF OBJECTIONS	RESPONSE
Principle of development	
Overdevelopment	Please refer to paragraph 8.8 of this report.
Loss of family dwelling	Please refer to paragraphs 8.7 of this report.
Houses not flats are required	Planning policies advocate the development of small sites and windfall developments such as this one, for new residential units in the suburbs. There is no objection to the principle of flatted development in this area.
Not an identified area of intensification	There is no requirement for proposals such as this to be located in an area of intensification. In order to meet the Borough's housing targets allow for new development across the Borough. Each application is assessed on its own merits.
Design	
Design is not in keeping	Please refer to paragraphs 8.10-8.25 of this report.
Harmful scale/massing/overbearing	Please refer to paragraphs 8.16-8.19 of this report.
Inadequate living space	Please refer to paragraphs 8.26-8.34 of this report.
Amenity	
Loss of light	Please refer to paragraphs 8.36-8.51 of this report.
Impact to mental health of neighbours	Please refer to paragraphs 8.36-8.51 of this report.



Concerns with privacy and safety of playspace	Please refer to paragraphs 8.34 of this report.
Highways & Parking	
Insufficient car parking	Please refer to paragraphs 8.49-8.61 of this report.
Negative impact on highway safety	Please refer to paragraphs 8.49-8.60 of this report.
Landscaping	
Impact of trees	Please refer to paragraphs 8.81-8.86 of this report.
Other matters	
Infrastructure can't accommodate development	Proposal will be CIL liable.
Inadequate refuse store	Please refer to paragraphs 8.77-8.79 of this report.
Increased flood risk	Please refer to paragraphs 8.92-8.94 of this report.
Impact on pollution (air, noise, water quality)	As a residential site located in a residential location, there is no evidence to suggest that the proposal would result in significant pollution.
Nearby precedents shouldn't necessitate approval.	While nearby planning applications may represent material considerations, each application is assessed on its own merits.

6.3 An objection was received from Cllr Oni Oviri raising the following points:

- Overmassing
- Loss of privacy
- Traffic generation issues
- Impact on local infrastructure
- Biodiversity

6.4 An objection was received from Hartley and District Residents Association, raising the following points:

- Issues with the validation process and the previous pre-application responses
- Housing mix
- Impact on local infrastructure
- Impact on character
- Absence of Construction Logistics Plan
- Loss of privacy

- Impact on future occupiers
- Biodiversity
- Transport Statement Addendum is not detailed enough

6.5 An objection was received from the Purley and Woodcote Residents Association, raising the following points:

- Loss of family home
- Overdevelopment of site
- Inadequate amenity space
- Design is out of keeping
- Harm to amenity of neighbouring properties
- Inadequate car parking

6.6 The concerns of Cllr Oviri and the local Residents Associations are acknowledged and addressed in the assessment below.

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 This recommendation to grant planning permission has been taken having regard to the policies and proposals in the London Plan (2021) and Croydon Local Plan (2018), as well as, to all relevant material considerations:

### Town and Country Planning Act 1990 (As Amended)

#### National Planning Policy Framework (2021)

Section 4	Decision Making
Section 5	Delivering a Sufficient Supply of Homes
Section 8	Promoting Healthy and Safe Communities
Section 9	Promoting Sustainable Transport
Section 11	Making Effective Use of Land
Section 12	Achieving Well-Designed Places
Section 14	Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15	Conserving and Enhancing the Natural Environment

#### London Plan (2021)

Policy GG2	Making the Best Use of Land
Policy GG4	Delivering the Homes Londoners Need
Policy D1	London's Form, Character and Capacity for Growth
Policy D2	Infrastructure Requirements for Sustainable Densities
Policy D3	Optimising Site Capacity through the Design-Led Approach
Policy D4	Delivering Good Design
Policy D5	Inclusive Design
Policy D6	Housing Quality and Standards
Policy D8	Public Realm
Policy D11	Safety, Security and Resilience to Emergency
Policy D12	Fire Safety
Policy D14	Noise
Policy H1	Increasing Housing Supply
Policy H2	Small Sites

Policy G4	Open Space
Policy G5	Urban Greening
Policy G6	Biodiversity and Access to Nature
Policy G7	Trees and Woodlands
Policy SI1	Improving Air Quality
Policy SI2	Minimising Greenhouse Gas Emissions
Policy SI4	Managing Heat Risk
Policy SI7	Reducing Waste and Supporting the Circular Economy
Policy SI12	Flood Risk Management
Policy SI14	Sustainable Drainage
Policy T1	Strategic Approach to Transport
Policy T3	Transport Capacity, Connectivity and Safeguarding
Policy T4	Assessing and Mitigating Transport Impacts
Policy T5	Cycling
Policy T6	Car Parking
Policy T7	Deliveries, Servicing and Construction
Policy DF1	Delivery of the Plan and Planning Obligations

#### Croydon Local Plan (2018)

Policy DM1	Housing Choice for Sustainable Communities
Policy DM10	Design and Character
Policy DM13	Refuse and Recycling
Policy DM16	Promoting Healthy Communities
Policy DM25	Sustainable Drainage Systems and Reducing Flood Risk
Policy DM27	Protecting and Enhancing Our Biodiversity
Policy DM28	Trees
Policy DM29	Promoting Sustainable Travel and Reducing Congestion
Policy SP2	Homes
Policy SP4	Urban Design and Local Character
Policy SP6	Environment and Climate Change
Policy SP7	Green Grid
Policy SP8	Transport and Communication

#### Other Relevant Policies & Guidance

Optimising site capacity: A design-led approach Consultation draft (GLA – 2022)  
 Suburban Design Guide SPD (LBC - 2019)  
 Borough Character Appraisal (LBC - 2015)  
 Housing SPG (GLA - 2015)  
 Technical Housing Standards - Nationally Described Space Standard (2015)  
 Waste and Recycling in Planning Policy Document (LBC, 2015, As Amended)  
 Character and Context SPG (GLA – 2014)

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of Development
2. Housing Tenure, Mix and Site Optimisation

3. Design and Appearance
4. Housing Quality
5. Impact on Surrounding Neighbours
6. Highways, Parking and Refuse
7. Trees and Landscaping
8. Biodiversity and Sustainability
9. Flood Risk and Sustainable Drainage
10. Fire Safety
11. Other Matters

### **Principle of Development**

- 8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable in principle. Policy SP2.2 of the CLP states that the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036, equating to 1,645 homes per year, with 10,060 of said homes being delivered across the borough on windfall sites (i.e. non allocated sites outside of the Croydon Opportunity Area – such as this application site), and equating to 503 homes per year. The LP sets a housing target for Croydon of 20,790 homes between 2019 and 2029, equating to 2,079 homes per year, which includes a “small sites” target of 6,410, equating to 641 homes per year, which is an increase on the Council's current windfall target. Given the above the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable and is an important contribution to the Borough's housing targets and its ability to meet the housing delivery test..
- 8.3 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition and replacement with a flatted development.
- 8.4 Overall the redevelopment and intensification of the site is considered to be acceptable in principle, subject to all other relevant planning considerations discussed further below.

### **Housing Tenure, Mix and Site Optimisation**

- 8.5 Policies SP2.4 and SP2.5 of the Local Plan state that on sites of ten or more dwellings the Council will seek a minimum of 30% affordable housing. The proposed scheme seeks to provide nine units and as such, there is no affordable housing requirement.
- 8.6 Policy SP2.7 of the Local Plan sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms and it is expected that all developments contribute towards this. Policy DM1.2 of the Local Plan states that redevelopment of residential dwellings are acceptable in situations where it does not result in the loss of three bedroom homes or homes as originally built at 130 m<sup>2</sup>.

- 8.7 The floorplans for the existing property do not show a detailed layout, nor are there any plans for the planning history confirming the original size of the property. However, as part of the mix, the proposal seeks to provide 3 x 3 bedroom properties, which represents 33% of the proposed dwellings. Overall, this proposal would result in a net uplift in family housing on the site and would not conflict with this policy.
- 8.8 With respect to the optimisation of the site, Policy D3 of the London Plan (2021) sets out that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Although only a consultation draft and holding minimal weight, the London Plan guidance document 'Optimising site capacity: A design-led approach' (2022) suggests ways to optimise site capacity rather than maximising density. This is in part, done by carrying out a detailed site analysis which considers the site context, infrastructure opportunities and constraints, surrounding built form and building height as well as placemaking. The Design and Access Statement submitted with the application includes a full analysis of the surrounding area and details how the design and siting of the building is a response to local character.
- 8.9 As such, the proposal is considered to comply with Policy SP2.7 of the Local Plan and Policy D3 of the London Plan (2021).

### **Design and Appearance**

- 8.10 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 three 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.

### Layout

- 8.11 The proposed layout of the development includes the provision of a part three, four storey building. Due to the slope of the plot, the building will appear as having three stories from the north western direction. The primary pedestrian access will be from the Brighton Road side, with a secondary pedestrian and vehicular access on the Smitham Downs Road side. The vehicular access will lead to three parking spaces, with the inclusion of a turntable to allow vehicles using these spaces to enter and leave the site in forward drive.
- 8.12 A communal garden and child play area is located to the south and south east of the site. With the exception of visitor cycle parking, all other cycle parking and refuse storage is located within the footprint of the building at lower ground and ground floor.

- 8.13 The land levels mean that it is necessary for the building to contain two internal lifts; one lift will allow access from the primary pedestrian access up through the main core of the building and one from the second pedestrian access to allow access down to the ground floor. Both the vehicular access and parking area and the communal amenity and playspace are level meaning that the site is accessible for all.
- 8.14 The dwellings to the north east have a relatively uniform front building line with the existing dwelling on the site sitting slightly further forward than its neighbours and appearing as a relatively modest building within a large plot. This has allowed the current layout to be developed, with the angled frontage addressing both Brighton Road and Smitham Downs Road and ensuring the best use of the corner site.
- 8.15 The Local Plan requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. As mentioned, child play space is proposed in the southern part of the site. With a combined communal amenity/playspace of 157 sqm this would allow for compliance with the 19.2 sqm requirement detailed in Table 6.2 of the Local Plan.



Figure 4 - Proposed site plan

Scale, Height and Massing

- 8.16 Policy DM10.1b of the Local Plan requires proposals to respect the scale, height and massing of the surrounding area, whilst seeking to achieve a minimum height of three storeys for developments facing onto streets.
- 8.17 The surrounding area contains a mix of two storey dwelling houses and three/four storey apartment blocks. The height of the proposed is an increase on the existing dwellinghouse however that does not mean that it is inappropriate development, given the existence of apartment blocks of a similar height in the locality of the application site. The proposal has been designed with varying eaves and ridge heights to respond to the variations in the surroundings.
- 8.18 The proposed ridge line still sits below that on the adjacent development under construction at 1 Smitham Downs Road (see Figure 5), with the eaves closest to 218 Brighton Road matching those on the neighbouring property. Considering the varying heights in the vicinity, the proposed is still respectful of the surroundings.



Figure 5 - Proposed Brighton Road street scene

- 8.19 The apex of the proposed building is in the southern corner of the plot, where the building footprint angles out. This creates an architectural feature which addresses the junction and allows the frontage to be viewed from all directions. The design also gives the impression that the width of the building is divided into two smaller sections, mimicking the other larger semi-detached pairs which appear as a single building.



Figure 5 - View from Brighton Road/Smitham Downs Road junction

### Appearance and Materials

- 8.20 The GLA Character and Context SPG highlights the importance of carrying out a character study in order to inform the appearance of any proposed development and as already stated, the Applicant has undertaken a detailed analysis of the local area. The proposal seeks to reference aspects of the surrounding character, such as the material choice and proportions of the fenestration, whilst at the same time introducing aspects of contemporary detailing.
- 8.21 The contextual analysis identifies the gabled roof forms and often low level eaves which are found on properties in the vicinity. This is reflected in the proposed chamfered elevations and asymmetrical pitched roofs with the aim of making the most of the corner plot and adding appropriate visual interest to all elevations.
- 8.22 With regards to the proposed materials, the Design and Access Statement references a cream brick on the principal facades, which is in response to the cream and white render found in the local context of Brighton Road and Smitham Downs Road. A secondary vertical brick tone is introduced at ground floor to create vertical definition and echo the brick bands which are found in the vicinity. The top floor is set within the roof with openings located on the front facing gables and subtle cut out sections in the roof. The clear distinction between the brick and the clay hung tiled roof breaks up the facade defining the gabled building forms.
- 8.23 The roof is proposed to be covered in terracotta hung tiles, which have the benefit of being the primary roof material for the local area while also complimenting the proposed cream brick.
- 8.24 The fenestration comprises large format windows with deep reveals to give depth to the facade. The proposed metalwork for the windows and balconies is acceptable, further details of which can be secured by condition.



## Conclusion

8.25 The proposal seeks to make use of an underdeveloped plot in a prominent location. The varying eaves heights of the building are appropriate to the surrounding properties, with the folded roof reaching its apex in the southern most part of the site, closest to the junction. The proposed materials reflect those commonly found within the local area.

## **Housing Quality**

8.26 London Plan Policy D6 requires housing developments to be of a high quality design and contains space standards for new dwellings. The provision of dual aspect dwellings should be maximised and a single aspect dwelling should only be provided where a more appropriate design solution to meet the requirements of Part B in Policy D3 (optimising site capacity through the design led approach). The design should provide sufficient daylight and sunlight and ensure the usability of outdoor space is maximised.

8.27 Third party comments were received regarding the quality of the accommodation however as detailed in figure 2 and figure 9, all units would meet or exceed the internal floor area and private amenity space standards set out by both the Nationally Described Space Standards (NDSS) and Table 6.2 in the Local Plan and include the necessary storage.

8.28 All units are dual aspect aside from Unit 3 which is single aspect. The submitted Daylight and Sunlight Assessment (Delva Patman Redler, dated 14 May 2021 and updated in addendum letter dated 30/06/2022) found that one bedroom on the first floor (R8) and one living/kitchen/dining room on the second floor (also R8) of the north western elevation, failed the Average Daylight Factor (ADF) test. This measures the overall amount of daylight in a space and takes into account the amount of visible sky, net glazed area of windows/doors, diffuse visible light transmittance of the glazing, maintenance factor for the effects of dirt, total area of the room surfaces and their average reflectance. Both windows are set behind recessed balconies and as minor infringements, are considered to be acceptable on balance.

8.29 Three bedrooms (R4 and R5 at ground floor and R8 at first floor) fall below the No Sky Line (NSL) guidelines which considers the point at which the sky cannot be seen from the room and therefore the light distribution within the room. That said, the rooms still meet the British Standard for the Annual Probable Sunlight Hours (APSH) requirement which consider the amount of light a room.

8.30 Despite the infringements noted above, when considered with the results of all tests, the proposal complies with BRE standards and would provide an appropriate level of accommodation for future occupiers.

		Private amenity space (sqm)		Built in storage (sqm)	
		Requirement	Requirement	Proposed	Proposed
Ground Floor	UNIT 1 (3B5P)	8	2.5	3.2	15.5
	UNIT 4 (2B4P) Duplex	7	2	5.4	30.4
First Floor	UNIT 2 (2B4P)	7	2	2.6	8.4
	UNIT 3 (1B2P)	5	1.5	1.6	5.3
Second Floor	UNIT 5 (2B4P)	7	2	2.5	12.3
	UNIT 6 (3B6P)	9	2.5	3.5	9
	UNIT 7 (1B2P)	5	1.5	2.5	7.1
Third Floor	UNIT 8 (2B4P)	7	2	2.5	9
	UNIT 9 (3B6P)	9	2.5	3.5	12

Figure 9: Proposed private amenity space

8.31 Table 3.2 of Policy D6 details the qualitative design aspects to be addressed in housing developments which includes layout orientation and form (discussed in para 8.10-8.17 above) and the requirements of communal outside amenity space. These include sufficient space for the number of residents, for it to be easily assessable, positioned to allow overlooking, and be designed to support “an appropriate balance of informal social activity and play opportunities for various age groups”.

8.32 Much of this is echoed in Local Plan Policy DM10.45 which requires proposals for new flatted development to incorporate high quality communal amenity space. The plans and the submitted Landscaping and Playspace Strategy provides information as to the level of landscaping and location of the playspace.

8.33 Although located in the south of the site and close to the Brighton Road, the proposed landscaping is considered to be acceptable to screen and provide a level of security. Further details would be secured by condition (see also Trees and Landscaping section of the assessment).

8.34 London Plan Policy D7 requires new dwellings to be building regulation M4(2) compliant for use by persons with disabilities, with 10% meeting M4(3). The inclusion of the lift means that all units meet M4(2) requirements. The plans show Unit 1 on the ground floor as being M4(3) compliant, of which level access

would be via the pedestrian entrances on Brighton Road, or on Smitham Downs Road. This is acceptable. While Policy D7 requires the provision of accessible units, there is no policy requirement for such units to have accessible parking. In this instance, an accessible parking space has not been provided and on balance, this is considered acceptable.

### **Impact on Surrounding Neighbours**

- 8.35 The London Plan (2021) Policy D6 states that “development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.”
- 8.36 Policy DM10.6 of the Croydon Local Plan (2018) states the Local Planning Authority would not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings. Policy DM10 of the Croydon Local Plan (2018) states that proposals should protect the amenity of occupiers of neighbouring properties.
- 8.37 Third party comments were received stating that the proposal would have a detrimental impact on the mental wellbeing of the neighbours. This in itself is not a planning consideration however it is relevant if the building by virtue of its impact on neighbouring amenity is harming the neighbour’s wellbeing. The assessment of the impact on neighbouring properties is as follows -

#### 218 Brighton Road

- 8.38 In order to ensure that development does not harm the amenity of neighbouring properties through loss of light or overshadowing, BRE guidance states that that the depth of projections should be no greater than 45 degrees as measured from the middle window of the closest ground floor habitable room on the rear wall of the main neighbouring property on both side. The elevation and floor plan shown in Figure 10 below, shows compliance in this respect.

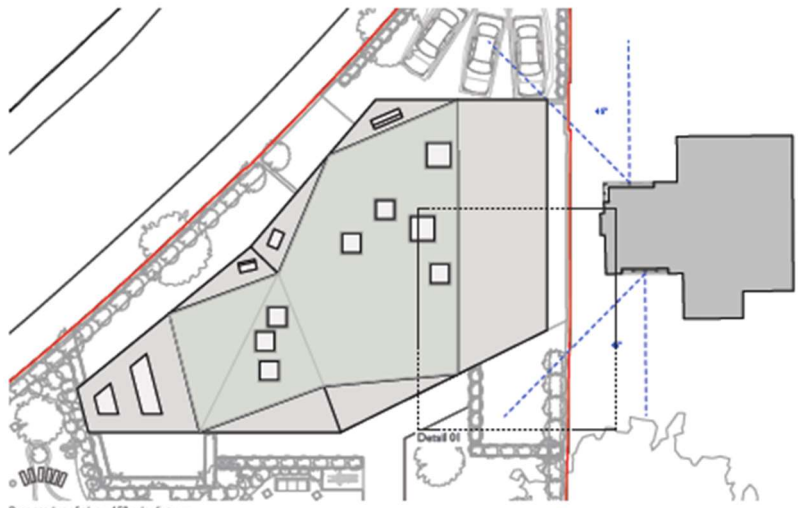
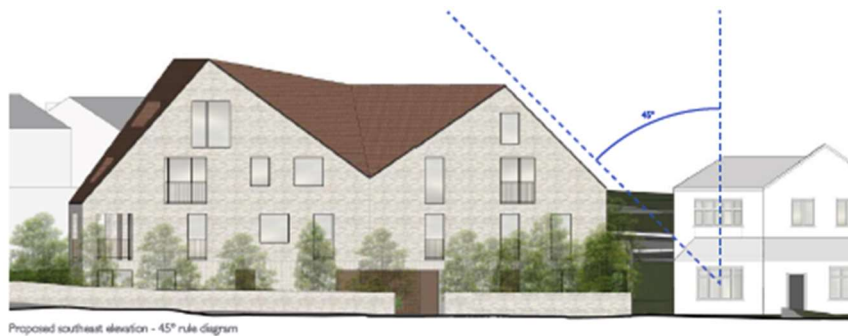


Figure 10- 45 degree test on 218 Brighton Road

- 8.39 One window is proposed to this northern flank which serves the living space to Unit 4. As a ground floor window, the level of overlooking or harm to privacy is considered to be acceptable and there is no requirement to obscure glaze this window.
- 8.40 The Daylight and Sunlight Assessment also considered the impact of the development on the daylight to neighbouring properties. It found that the only window that failed to meet the VSC test is the first-floor corner window in 218 Brighton Road that directly faces the development site. It should be noted that this is not the only window serving the room and the room average comfortably complies with the other BRE recommendations.
- 8.41 With regards to the impact on the garden and amenity space, the results indicate that 87% of the rear garden will receive at least 2 hours of direct sunlight on 21 March and therefore the scheme will fully comply with the BRE guidelines.
- 8.42 As such, the results indicate that the proposed scheme will only have a negligible effect on 218 Brighton Road and would meet the BRE guidelines in this regard.

### 211-213 Brighton Road

- 8.43 These properties lie on the south eastern side of Brighton Road, with their principle elevation facing the site. Due to the topography they also sit lower than the existing dwelling.
- 8.44 The proposed building will clearly be visible from front of these properties however due to the presence of the highway, the facing elevations of these properties are approximately 35-40 meters away. As the site is already in residential use, windows exist which are afforded views of these properties. The proposed development will introduce a larger quantum of openings, but due to the distances involved and the presence of a busy highway, the proposal complies with the guidance contained within the supporting text to Local Plan Policy DM10 and would not result in a harmful loss of privacy.

### 1 Smitham Downs Road

- 8.45 As detailed within the planning history, this site is currently under construction implementing permission 19/04500/FUL.
- 8.46 As part of the Daylight and Sunlight Assessment, VSC and NSL assessments were carried out to consider the impact of the development on the property. No rooms would be impacted and all of which continued to meet BRE guidelines. There is no objection in this regard.

### 1A and 3 Smitham Downs Road

- 8.47 These neighbouring properties are situated to the north west of the site, approximately 26-29 meters away and also on the opposite side of Smitham Downs Road.
- 8.48 The proposed will be visible from the fronts of these properties however the angles involved, when considered with the distances and the presence of the highway means that overlooking or harm to privacy will not be harmful.
- 8.49 Third party comments were also received regarding the noise and disturbance which would result from the intensification of the site. The site has an existing lawful residential use and is situated within a residential area. The proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site.

## Conclusion

8.50 The Daylight and Sunlight study confirms that the proposed development complies with BRE guidance and as such, there will be no adverse harm to the neighbouring properties in this regard. The layout and design of the proposal will not result in an unacceptable amount of overlooking or loss of privacy and complies with London Plan (2021) Policy D6, policies DM10.6 and DM10 of the Croydon Local Plan (2018).

## **Highways, Parking and Refuse**

8.51 Policy SP8 of the Local Plan (2018) is in relation to traffic generation, sustainable travelling and parking standards. Local Plan Policy DM30 seeks to ensure that there is an appropriate level of car and cycle parking for developments

8.52 The site spans across an area with a PTAL of 3 indicating that it has moderate access to public transport. Coulsdon town centre is approximately 800m walk away, with Purley town centre a 1km walk away. Both Coulsdon and Purley town centres are categorised as 'District' centres in the London Plan (2021).

8.53 Brighton Road at this part is a red route which means that no stopping can take place between 7am and 7pm. On Smitham Downs Road, there is restricted parking between 8am and 9:30 am and 4:30-6:30 on single yellow lines. The site currently has one existing crossover on Smitham Downs Road.

8.54 Extensive negotiations have taken place over the course of the application, as the original proposal included a new vehicular access onto Brighton Road and the provision of six off-street parking spaces. As the highway authority, TfL objected to the new access and also advised that in such a connected location as this (noting the sites proximity to a bus stop, which provides access to four different services, Reedham Rail Station and Coulsdon Town Centre), car free development should be the starting point, as per the London Plan.

8.55 The Council disputes the acceptability of a car free development in this location however agreed that a reduction in spaces could be acceptable. As a result, revised plans were subsequently drawn up to show a relocated vehicular access on Smitham Downs Road and a reduction in parking space provision.

8.56 A Transport Statement (Kronen dated April 2021) has been submitted in support of the application which suggests that there are no transport planning or highway concerns which should prevent planning permission from being granted. An addendum to the Transport Statement (Kronen dated December 2021) was also submitted, justifying the new approach and confirming that the new arrangement would not have a detrimental impact on the highway.

### Access and car parking

- 8.57 Pedestrians would be able to access the building from Brighton Road and Smitham Downs Road. With the provision of the lift, both accesses allow step free access to and within the building.
- 8.58 The London Plan and Policy DM30 of the Croydon Local Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels. It is important to note that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.59 Table 10.3 of the London Plan gives a maximum of 0.75 spaces per 1-2 bed unit and 1 space per 3+ bed unit in outer London areas with a PTAL of 2-3. Based on the proposed mix, this would equate to eight spaces. Three are being proposed which considering the location and the desire to reduce car usage, is acceptable. Furthermore, a Parking Stress survey has been carried out and is submitted within the Transport Statement. The survey was carried out in accordance with the recommended Lambeth Methodology and concluded a parking stress of 23% which is considered to be low and capable of overspill.
- 8.60 It is noteworthy that the survey was carried out in March 2021, after the relaxation of the first Coronavirus restrictions. A survey was also carried out in 2019 as part of the 1 Smitham Downs Road application (19/04500/FUL) which concluded the same parking stress, showing that Coronavirus did not have a significant impact on parking in the area.
- 8.61 Vehicles would enter the site from Smitham Downs Road in a forward gear and would utilise a turntable to exit the site in forward gear. Maintenance of this would be secured by condition. The new access on Smitham Downs Road adheres to the necessary visibility splays and pedestrian sightlines which would ensure safe access onto and out of the site.
- 8.62 The Transport Statement provides further information as to the proposed trip generation for the development but indicates that the proposed residential development would generate a relatively small increase in overall trips to and from the site, with an increase of thirteen vehicular trips daily. An increase of this nature, could be accommodated within the local highway network without any resultant material impact.
- 8.63 A Construction Logistics Plan would also be required which can be subject of a condition.

- 8.64 Conditions are also required regarding the submission of a highways condition survey of the surrounding footways, carriageway and street furniture prior to the 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.
- 8.65 In compliance with the London Plan, Electric Vehicle Charging Points (EVCP) can be secured by way of a condition.
- 8.66 A S278 agreement will also be required as part of a legal agreement to relocate the lamp post in order to form the new vehicular access, the cost of which will be paid for by the Applicant.

#### Sustainable transport contributions

- 8.67 Local Plan Policy SP8.12 outlines that the Council and its partners will enable the delivery of electric vehicle charging infrastructure throughout the borough to improve air quality and decarbonise private transportation over the plan period.
- 8.68 Local Policy SP8.13 continues on to state that new development will be required to contribute to the provision of electric vehicle charging infrastructure, car clubs and car sharing schemes.
- 8.69 A Section 106 Agreement is required alongside this application to secure £1,500/unit towards improvements to sustainable transport including, but not limited to, on street car clubs with EVCP's as well as EVCP's in general, as per policies in the Local Plan. Membership of the car club would also be required for each residential unit for a period of 3 years; this would also be secured via S106 agreement.
- 8.70 The contribution would also go towards the introduction of double yellow lines on Smitham Downs Road, on both sides of the road from the junction to keep the area clear from parked cars. In order to facilitate the servicing of the development, a loading bay would be required on Smitham Downs Road. This would be secured as part of the legal agreement.
- 8.71 The Applicant has also agreed to a number of sustainable travel measures to reduce the reliance on car use, to include a Travel Plan; pre-paid Oyster travel account to all first residents and free e-bikes to all first residents. These could be secured as part of the legal agreement.

#### Cycle provision

- 8.72 In order to encourage the use of cycling as a primary mode of transport, the redevelopment is required to provide two short-stay cycle parking spaces and



sixteen covered and secure long-stay cycle storage spaces as per Table 10.2 of the London Plan (2021).

8.73 The cycle store is at ground floor, in the form of two tier bike stands for twelve cycles and two Sheffield stands. An additional Sheffield stand provides for two larger/adapted bicycles within the store. These total eighteen spaces which exceed the requirements. Further details of the cycle store (to include electrical sockets within the store) can be secured by condition.

8.74 Two short stay visitor cycle spaces are proposed close to the pedestrian entrance on Brighton Road. This is acceptable.

### Refuse

8.75 Policy D6 of the London Plan (2021) requires new housing to provide adequate and easily accessible storage space that supports the separate collection of dry recyclables and food waste, as well as, residual waste. It is supported locally by Croydon's Waste and Recycling in Planning Policy Document (2018) that requires a flatted development of the proposal's size and arrangement to provide enough bins and bin storage space within the curtilage of the property to handle the approximate 140.0l of food waste, 1100l of recycling waste and 1100l of landfill waste that would be generated by the proposed dwellings on a weekly basis.

8.76 Refuse storage is shown on the first floor, which leads directly onto Smitham Downs Road, from where the site would be serviced from. It would be within 20 meters of the rear of any refuse vehicle and is adequately sized to meet the required bins. A specific 10sqm bulky goods area has been shown adjacent to this store on the north west elevation.

8.77 This recommendation includes a Waste Storage Management condition designed to secure the provision of the requisite facilities and management procedures, to include details of the door and access path to the refuse area to be the required 2 meters wide.

### Conclusion

8.78 Officers are satisfied that the scheme would not harm the safety and efficiency of the highway network. It is considered the network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.

### **Trees and Landscaping**

8.79 Local Plan Policy DM28 states that the Council will protect and enhance the borough's trees and hedgerows by not permitting development that would result

in the avoidable loss or excessive pruning of preserved trees or hedgerows or those that make a positive contribution to the character of an area. London Plan Policy G6 seeks development to provide a biodiversity net gain and G7 seeks to ensure trees of value are retained.

- 8.80 An Arboricultural Report (Usherwood Arboriculture dated May 2021) was submitted in support of the application, which proposed the removal of one Category B and one Category C tree (T4 and T5 respectively). Over the course of the application three trees (T4, T8 and T9) have been removed from the site which the Applicant stated was due to poor health. Further to this and as a result of the changes to the access arrangements, a revised Arboricultural Report (Usherwood Arboriculture dated November 2021) has been submitted.
- 8.81 The Report confirms that an additional seven Category C trees are proposed to be removed (T1, T2, T3, T5, T6, T7 and T10). This means that a total of ten trees would be removed as a result of this development.
- 8.82 The Report proposes protective fencing around T11 along the eastern boundary with the neighbouring property and T12 which is an off-site Category U tree which is subject to a TPO.
- 8.83 An objection was received regarding the important screening which the trees provide and the increased visibility of the proposed building however the trees which have been and are proposed to be removed, are not protected and as such, there is no objection in this regard. The impact of the appearance of the building on surrounding area has been covered in previous sections.
- 8.84 Despite there being no in principle objection to the removal of the trees, London Plan Policy G7 requires adequate replacement for trees which are to be removed as part of planning permission. The Applicant has agreed to include 12 significant impact (semi-mature) trees (shown on the Soft Landscape Plan Dwg LC-2856-01) to mitigate the loss. The species proposed are acceptable and subject to details being conditioned, the Council is satisfied in this regard.
- 8.85 The Soft Landscaping Plan also details the other proposed planting in terms of species and sizes. These details are acceptable and will ensure that the outdoor space is of the requisite high quality.

### **Biodiversity and Sustainability**

- 8.86 Local Plan Policy DM27 outlines that development proposals should enhance biodiversity across the borough and improve access to nature. This should have no adverse impact on species of animal or plant or their habitat protected under British or European law, highlighted within a local/regional biodiversity action plan, or when the council is presented with evidence that a protected species would be affected.

- 8.87 The site is already in residential use and is located along a busy 'A' road in a suburban area. Based on the standing advice given by Natural England, the site is considered to have low potential for protected species.
- 8.88 The application site is not near an area of special scientific interest or a site of nature conservation value. The site is a residential property in an adequate state of repair and as such, it is not considered likely to support protected species' habitats. An informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.
- 8.89 The increase in native tree species will have ecological benefits however a condition will require a details of a full Ecological Enhancement Plan to be submitted.
- 8.90 Croydon Local Plan Policy SP6.3 requires all new build residential development of fewer than 10 units to achieve the national technical standard for energy efficiency in new homes set at a minimum of 19% CO2 reduction beyond Part L of the Building Regulations and requiring new build development to meet a minimum water efficiency standard of 110 litres/person/day. Consequently, it is recommended that conditions be imposed to ensure that the development achieves both requirements.

### **Flood Risk and Sustainable Drainage**

- 8.91 In order for the Council to ensure that development within the borough reduces flood risk and minimises the impact of flooding, Policy DM25 of the Local Plan (2018) requires development proposed within areas at risk of flooding development to incorporate flood resilience and resistant measures into the design, layout and form of buildings to reduce the level of flood risk both on site and elsewhere.
- 8.92 A Flood Risk Assessment and Conceptual Drainage Strategy (Bright Plan Civils dated April 2021) has been submitted in support of the application. The document recognises the surface water flooding which has previously occurred along Brighton Road which is identified as a Critical Drainage Area. As the proposed development will increase the hardstanding area of the site, SuDS have been proposed, in accordance with the SuDS hierarchy.
- 8.93 Such measures include the installation of a 174 sqm green roof and permeable paving capturing and attenuating runoff from the site, with a controlled discharge of 2.0l/s to the surface water sewer. This is considered acceptable and would be subject to condition.

## **Fire Safety**

- 8.94 Policy D12 of the London Plan (2021) requires all development proposals to achieve the highest standards of fire safety and states that development proposals must identify unobstructed outside spaces for fire appliances to be positioned, incorporate features to reduce risk to life, are constructed appropriately to minimum fire spread, provide means of escape, develop and evacuation strategy, and provide suitable access and equipment for firefighting.
- 8.95 A Fire Statement (CWB Fire Safety dated November 2021) has been submitted in support of the application. It confirms that the building will comply with The Building Regulations Approved Document B Volume 1: Dwellings, as having a range of passive fire safety measures including internal fire spread linings, structural elements with 60 minutes fire resistance and fire doors. Active fire safety measures include smoke detectors, emergency escape lighting, secondary power supplies for the evacuation lift and a detailed evacuation strategy.
- 8.96 The details provided are sufficient to demonstrate that the development can achieve the highest standards of fire safety and the proposal complies with Policy D12 of the London Plan (2021).

## **Other Matters**

- 8.97 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.

## **Conclusion**

- 8.98 The principle of redeveloping and intensifying the residential use on the site is acceptable within this area. The design of the scheme is of an acceptable standard and appropriate in relation to residential amenity, transport and sustainability matters. Therefore, it is recommended that planning permission be **GRANTED**.