

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/01145/FUL
 Location: Land rear of 19 Grasmere Road, South Norwood, SE25 4RF
 Ward: Woodside
 Description: Demolition of existing garages and structures. Erection of three storey building to provide 9 flats with associated amenity space, landscaping, car parking, refuse and cycle storage.
 Drawing Nos: 257-A-P-XX-001, 257-A-P-00-110 R12, 257-A-P-01-111 R8, 257-A-P-03-113 R6, 257-A-P-02-112 R7, 257-A-E-XX-300 R2, 257-A-E-XX-301 R2, 257-A-E-XX-302 R2
 Applicant: Brick by Brick
 Agent: Mr Max Goode (Carter Jonas)
 Case Officer: Karim Badawi

	1 bed, 2 person	2 bed, 3 person	2 bed, 4 person	3 bed, 5 person
Flats	8	1	0	0

Number of car parking spaces	Number of cycle parking spaces
8	9

1.1 This application is being reported to committee because Councillor Paul Scott has made representations in accordance with the Committee Consideration Criteria and requested Committee consideration.

2.0 RECOMMENDATION

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

- a) Delivery of all units as affordable housing (affordable rent)
- b) £6,750 sustainable transport contribution (towards off-site car club provision, membership and cycling improvements)
- c) Monitoring Fee
- d) Any other planning obligations considered necessary

2.2 That the Director of Planning and Strategic Transport is 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

Standard Conditions:

- 1. Time limit of 3 years;

2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions;

Pre-Commencement Conditions

3. Demolition and Construction Logistics Plan.
4. Additional information for SuDs as requested by the LLFA;
5. Additional information for ground investigation;

Pre-Commencement of above groundworks Conditions

6. External facing materials to be approved;
7. Key junction details including: window reveals), window/door head/sills, parapets, balustrades of all balcony types;
8. Details and locations of mechanical ventilation systems or other ducts/extracts;
9. Details of any rainwater goods;
10. Details of hard and soft landscaping to the communal area including; landscape plan with tree planting to the front and rear of the site, hard and soft landscaping palettes, boundary treatments, retaining walls, lighting and furniture;
11. Details of cycle store;

Compliance Conditions

12. Accessible homes;
13. Obscure glazing to upper floor northwest facing windows and screening to the northwest edge of the balconies for units 4 and 7;
14. Access road and car parking spaces to be provided as shown;
15. Refuse/cycle stores to be installed as approved;
16. Compliance with the Arboricultural Report;
17. 19% carbon dioxide reduction;
18. Water usage off 110L per head per day;
19. Access for existing residents to new communal amenity in perpetuity; and
20. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1. Community Infrastructure Levy
2. Code of practice for construction sites;
3. UKPN requested informatives
4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

- 2.4 That, if by 22nd January 2021 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the demolition of existing garages and structures and erection of three storey building to provide 9 flats with associated amenity space, landscaping, car parking, refuse and cycle storage.
- 3.2 The proposed three-storey building would sit towards the north with separation distances between 4.5 to 1.7 metres from the boundary. The building would have a maximum width of 29 metres, with an 8m wide single storey element to the east. The average depth of the building would be 10 metres and would have a separation distance of 16.5 metres from the existing block of flats facing Grasmere Road.
- 3.3 The proposed site plan would maintain the existing vehicle access along the east boundary to serve the proposed car parking and service area. It would provide a communal amenity area between the existing and proposed block for the use of residents in both.



Fig. 1: Imposed elevation on the original Site Plan

- 3.4 The Council received an amended set of proposed drawings for the following (which did not necessitate re-consultation given their relatively minor nature):
 - Changing the site plan to accommodate additional two car parking spaces (from six to eight spaces);
 - The communal amenity area has been amended to increase the amount of grassed area.

Site and Surroundings

- 3.5 The site sits behind the existing Grasmere Road flats and maisonettes to the south. The existing block of flats is a 3-storey building with pitched roofs set in two separate buildings with similar fenestration and architectural detailing.

- 3.6 The surrounding area is residential in character with properties in Grasmere Road being predominantly 2-storeys in height with some at 3-storeys. The majority of the dwellings are terraced or semi-detached and are of similar character, form and design.
- 3.7 The application site comprises a vehicle access route, a terrace of single-storey garages and the existing amenity spaces; the east of the site has a small piece of land which is leased to UKPN and comprises a decommissioned substation. The existing block does not form part of the development red-boundary line and the site adjoins rear gardens of single dwellinghouses to the north, east and west.
- 3.8 The site is not within a Conservation Area and does not contain nationally nor locally listed buildings. The application site is within a PTAL 3 which is considered to have moderate public transport options and is also at 'low' risk of surface water flooding.



Fig. 2: The existing site.

Planning History

- 3.9 19/04653/PRE – Erection of 3-storey block – Advice given on how to proceed.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the immediate locality and the national and local need for housing.
- The proposal would contribute positively to the supply of affordable housing.
- The design, form and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards.
- The level of parking and highway impact on the surrounding area would be acceptable.
- Sustainability aspects are controllable through the use of planning conditions.

- Flood risk mitigation measures are controllable through the use of planning conditions

5.0 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 UKPN were consulted and did not raise objections to the development. They did, however, raise a number of requests and precautions all of which are covered as informatives.

6.0 LOCAL REPRESENTATION

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

No of individual responses: 6 Objecting: 6 Supporting: 0

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of development</i>	
<ul style="list-style-type: none"> • Overdevelopment of the site leading to overcrowding 	See paragraphs 8.2 – 8.4
<i>Design</i>	
<ul style="list-style-type: none"> • Out of character with the area 	See paragraphs 8.5 – 8.9
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> • Loss of light and overshadowing impact • Overlooking and loss of privacy • Increase noise and disturbance from additional residents • Anti-social behaviour from existing estate would be exacerbated by additional housing 	See paragraphs 8.16 – 8.21
<i>Highways and Refuse</i>	
<ul style="list-style-type: none"> • Lack of parking provision (and visitor parking) 	See paragraphs 8.22-8.27
<i>Other Matters</i>	
<ul style="list-style-type: none"> • Brick by Brick has many unfinished developments and unrealistic to apply for further planning permissions 	The business model of any applicant is not a planning consideration.
<ul style="list-style-type: none"> • Development would be better allocated in nearby open lands 	The assessment is of the submitted plans proposal and not to suggest alternative.

- 6.3 Councillor Scott has referred this and all applications submitted by Brick by Brick during the COVID-19 pandemic to Planning Committee for the following reasons:

- Public scrutiny of applications made by the Council and its wholly owned subsidiary
- Openness and transparency during the Covid-19 crisis when stakeholders are likely to be distracted
- Potential to provide new homes in response to the housing crisis in accordance with National, Regional and Local Planning Policy

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

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

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018:

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking
- DM1: Housing choice for sustainable communities
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and construction
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

7.6 Supplementary Planning Guidance:

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

Emerging New London Plan

7.7 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing

target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

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

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development

2. Townscape and visual impact
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Impact on Highways, Parking and Refuse Provision
6. Impacts on Trees, Flooding and Sustainability

Principle of Development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The site is outside of any designations in the Local Plan and would therefore be considered a 'windfall' site. As such, the development would be considered acceptable in principle provided that respects the character and appearance of the surrounding area and there are no other impact issues.
- 8.3 Policy SP2 of the Croydon Local Plan (2018) sets a strategic target for 30% of new homes across the borough. The proposal would comprise 8 x 1-bed and 1 x 2-bed/3-persons flats; the absence of family-sized dwellings is noted. Bearing in mind that this scheme proposes less than 10 residential units, the requirements of Policies SP2.7 and DM1.1 carry less weight. Additionally, the development for 9 units would be for 100% affordable housing. Policy DM1 allows for deviation from the housing mix targets for the affordable housing element of any major proposal and would be reasonable to follow a similar approach to the housing mix of this application. Accordingly, the lack of family accommodation within the scheme would be acceptable.
- 8.4 As this scheme proposes less than 10 new homes, there is no specific policy requirement to deliver a proportion of these homes as affordable housing. However, the developer has advised that they intend to deliver all homes as affordable rented accommodation. Whilst it is acknowledged that residents might well prefer a balance between private sale and affordable housing, there is significant lack of affordable housing across the borough. The delivery of 100% affordable housing represents a benefit of the scheme which should also be considered and balanced against other aspects. Whilst not necessarily a policy requirement, officers feel it would be reasonable and necessary (when considering the scheme as a whole) to secure these flats as affordable homes as part of a subsequent planning permission via an associated S.106 Agreement.
- 8.5 The site falls within a suburban area with PTAL 3; the London Plan Density Matrix specifies a maximum of 250 hr/ha and 95 u/ha for such setting. The proposal is for nine residential units with a mix of 8 x 1-bed and 1 x 2-bed units and the site is 0.128 hectares. Whilst not to be used mechanistically, the resulting scheme would provide a density of 148 hr/ha and 70 u/ha which would be acceptable.

Townscape and Visual Impact

- 8.6 Guidance 2.13.1 of the Suburban Design Guide SPD2 (2019) states that: '*Back land sites and blocks of garages tend to be of a size to accommodate developments of a larger scale. The height of back land development should generally be no greater than the predominant surrounding buildings.*'
- 8.7 The proposed layout would locate the building to the northwest corner of the site. This would preserve existing trees, allow the site to benefit from the existing vehicular

crossover for parking and services and would allow for a generous central space designed as a communal amenity and acting as a buffer between existing and proposed blocks. This communal amenity would benefit from active surveillance resulting from individual access points and windows to ground floor units and the location of the bin and cycle stores.

- 8.8 The proposal would be a back land development with an existing vehicular access and would sit between buildings facing Grasmere Road and dwellinghouses facing Belmont Road. The proposed height would be three-storeys, although the flat roof would sit at a lower ridge than the existing block of flats on Grasmere Road. Additionally, the overall width of the building would be less than the overall width of the existing block. The combined factors of height and width would translate to a subdominant structure to the existing front block which would be acceptable. Furthermore, the proposal would not be highly visible from the road and would not have an impact on the streetscene.



Fig. 3: The proposal and its relationship with existing buildings.

- 8.9 The Design & Access statement presented a very thorough contextual analysis which is clearly translated through to the design of the building. The articulation of the proposed building would take fenestration and material cues from the existing block with a contemporary interpretation which is acceptable. A condition will control exact material specifications for the building to ensure its quality, but brickwork is fully supported.



Fig. 4: The main façade of the proposal.

8.10 Considering all points above, the proposal would be acceptable and in accordance with Policy DM10 of the Croydon Local Plan (2018) and the Suburban Design Guide SPD2 (2019).

Housing Quality for Future Occupiers

8.11 The National Space Standards and the London Plan states that 2-bed 3 person dwellings should provide a minimum internal floor space of 61sqm and that 1-bed, 2 person dwellings should provide a minimum internal floor space of 50sqm. All nine units would meet these standards, measuring between 50.1sqm and 67sqm. All units would have dual aspect; all habitable rooms would have a good outlook and good levels of sun and daylight which would be acceptable.

8.12 The planning application was accompanied by a daylight and sunlight assessment which concluded that all habitable rooms would meet the ADF requirements except for two rooms. These two rooms would be first-floor single-aspect bedrooms (F01/R3 and F01/R5) within Flats 5 and 6. While these rooms would have direct access to their private balconies, they would be located beneath balconies at second floor. This would restrict the receipt of daylight within their internal space. Both rooms would however achieve an ADF value of 0.8% against the 1% target outlined in the BRE Guidelines. This is a marginal shortfall and given that the prime use of a bedroom is sleeping, the daylight achieved would be adequate.

8.13 The assessment also concluded that all but four bedrooms would meet the targets for annual and winter sunlight. Two of these bedrooms would be single-aspect north-facing rooms on the ground floor (F00/R4 and F00/R5). The combined factors of ground-floor accommodation and a north-orientation would present a challenge in achieving the targets for sunlight. However, the layout of these units have been

configured so that the main living accommodation would face south and benefit from excellent sunlight amenity. The remaining two bedrooms would be Flats 5 and 6 (F01/R3 and F01/R5) which would sit beneath the balconies at first floor. These two rooms would benefit from direct access to the private balconies and the main habitable rooms for these units would benefit from excellent levels of sunlight throughout the year. On balance, considering that sunlight levels to the habitable rooms would be acceptable, the main use of bedrooms for sleeping, site and design constraints, the level of sunlight received for all units would be acceptable. All ground floor units would have a private accessible rear garden amenity space and the upper floor flats would all have front balcony areas. These amenity spaces would exceed the minimal space standards contained within the London Plan Housing SPG. Officers note the proximity of some trees to some of the private amenity spaces, but are considered on balance acceptable.

- 8.14 The development would have access to a communal amenity space with an area of approximately 212sqm which would be sufficient to include space for retreat and the required 14.5sqm of children's play space for the development.



Fig. 5: The communal amenity area.

- 8.15 Guidance 3.48A of the London Housing SPG (2016) requires step free access, i.e. a lift where a dwelling is accessed above or below the entrance storey and require boroughs to seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Adding that for buildings of four-storeys or less, this requirement may be subject to development-specific viability assessments and consideration should be given to the implication of ongoing maintenance costs on the affordability of service charges for residents. Where such assessments demonstrate that the inclusion of a lift would make the scheme unviable or mean that service charges are not affordable for intended residents, the units above or below the ground floor that cannot provide step free access would only need to satisfy the requirements of M4(1) of the Building Regulations.

8.16 The applicant provided a viability note explaining the financial implications of lift provision; it concluded that the provision of a lift would impact the delivery of the development as whole and place financial maintenance implications on future affordable housing. Furthermore, a lift would mean reduced floor area internally; given the need for parking and turning areas a larger building could not be supported. Accordingly, the lack of the lift would be acceptable. Additionally, the ground floor units of the building would comply with M4(2) of the Building Regulations providing step free access from street level throughout the dwelling and onto the private amenity which would be acceptable. Considering all points above, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

Residential Amenities of Neighbouring Occupiers

8.17 The Suburban Design Guide SPD2 (2019) gives guidance to separation distances for new developments, stating that new to existing third party dwellings should be 18 metres and new to host dwelling should be 15 metres. The site sits to the south of Nos. 2-16 Beaumont Road, to the east of Nos. 331 to 339 Portland Road. The proposal would also sit to the north of Nos. 9 to 17 Grasmere Road which could be considered a host dwelling.

8.18 Whilst the scheme would be a minimum 1.4 metres from the shared boundary, the properties on Beaumont Road have an extensive garden of 25 metres, accordingly the proposal would not result in an adverse impact on its amenity. Window arrangement towards the rear would mainly be serving kitchens, secondary to the LKD spaces or bathrooms, these windows would sit behind the deck with a separation distance of 3 metres minimum to the shared boundary.

8.19 Properties on Portland Road adjoining the site have a single-storey rear extension which would sit some 17 metres from the proposal. However, the main two-storey element of these dwellinghouses would sit at a distance over 18 metres from the proposed building which would be acceptable. Nonetheless, the west units would have a first and second floor balconies which could overlook the rear gardens of these adjoining properties. The decision notice would include a condition for a privacy screen to the west elevation to protect said privacy. The sunlight and daylight assessment for properties onto Portland Road concluded that these properties would adhere to the numerical values set out in the BRE Guidelines following the development which would be acceptable. Furthermore, the reduction to sunlight received in their rear amenity would not be noticeable.

8.20 The adjoining properties on Grasmere Road would be approximately 15 metres at its closest point which would be acceptable and sufficient to overcome overlooking concerns from the proposal onto these existing dwellings; particularly as they do not have any private amenity that would require protection.

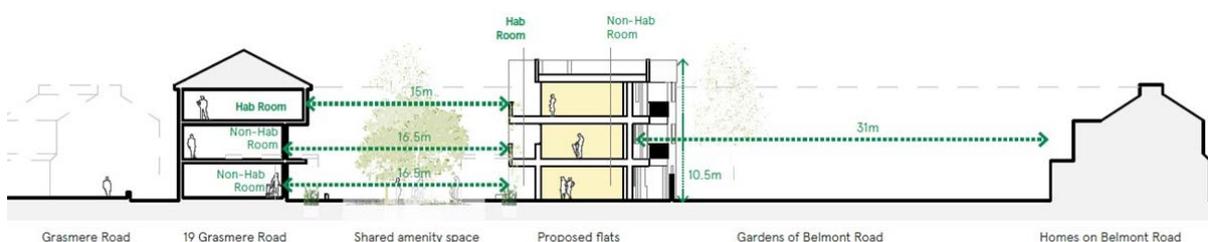


Fig. 6: Section through the site shows the relationship with existing adjoining buildings.

- 8.21 The sunlight and daylight assessment concluded that the adjoining block on Grasmere Road does not have any of its rooms facing 90-degrees south of the proposal and therefore not relevant for sunlight analysis as specified in the BRE Guidelines. The assessment carried out a study for the Vertical Sky Component (VSC) for 42 windows overlooking the site, only nine windows would not meet the recommendations of the BRE Guidelines. One of these windows on the first-floor would have marginal reduction which would be acceptable.
- 8.22 The existing features of the neighbouring building restricts the receipt of daylight in the existing scenario. With low existing values, even small reductions in VSC will result in disproportionately high percentage reductions. The appearance and location of the eight remaining windows concludes that three of these windows are for bathrooms and two are for kitchens. One of the kitchens is small and not considered a habitable room, the other would retain VSC over half of its area which would be considered acceptable. The remaining three rooms are bedrooms; wherein the BRE Guidelines place less importance on the movement of the no sky line.
- 8.23 Considering the use, size and scale of reduction of these rooms, combined with the low existing VSC values; the assessment concluded that the loss would not be significant or unreasonable. Accordingly, the proposal would not be considered to have a significant harm to the amenity of adjoining properties on Grasmere Road.
- 8.24 The existing properties on Grasmere Road would maintain the rear access to the communal amenity area. The current proposal would increase the soft landscaping of the site and would have a communal amenity space of 212sqm which would be considered adequate to cover the future and the existing occupier's combined need for playspace and would be acceptable.
- 8.25 With regards to potential noise impact from future occupiers, the proposed separation distances between the existing and proposed buildings and the fact that only nine additional residential units are being proposed in this location would prevent a significant increase in noise disturbance to surrounding occupiers. Noise and disturbance during construction works would be controlled by Environmental Health legislation relating to hours of construction and the need for site hoardings.
- 8.26 Considering all the points above against the backdrop of housing need, the proposal would not have an adverse impact on the amenity of neighbouring properties and would be acceptable in accordance with Policy DM10 of the Croydon Local Plan (2018).

Impact on Highways, Parking and Refuse Provision

- 8.27 The application site is in an area with a Public Transport Accessibility Level (PTAL) of 3 indicating moderate access to public transport links. The site falls outside a CPZ area and has an existing crossover from Grasmere Road.
- 8.28 Highways and Vehicle Parking: The proposal would utilise an existing vehicle access serving the existing garages. An emergency vehicle would also be able to enter and exit the site.
- 8.29 The eight parking spaces would not be considered to result in significant vehicle movement in the area.
- 8.30 The development would be replacing existing garages; the Transport Statement explained that there are a total of 15 garages on-site, of which 12 are let and 3 are

void. Their survey and public consultation concluded that 2 garages are used for classic cars, 2 are used for storage and occasional cars with the remainder used solely for storage.

- 8.31 The development would have eight car parking spaces, two of these spaces would not be for the development but for local residents to overcome the loss of existing garages. The development would therefore have six parking spaces for the proposed nine units. The London Plan Parking standards states that outer London PTAL 3 should be maximum 0.75/dwelling which would equate to 6.75 spaces. The applicant submitted census data for ownership status for vehicles and concluded that car ownership would be less than 50% for the development indicating a need for 4 spaces as an acceptable parking provision for the nine flats. Officer's consider the census data slightly dated and not to be site specific (instead by Ward) so should not be given full weight. The proposed 6 spaces would accord with the London Plan. Given the flexibility of Policy DM30 (less parking required for affordable housing) and the scheme being 100% secured via the legal agreement, plus a sustainable transport contribution towards off-site car club, membership and cycle improvements, the level of parking is supported.
- 8.32 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 10 cycle parking space. The development would have a cycle store for 10 bicycles to the east of the building which shows 5% of Sheffield stands as per the London Cycle Design Standards and would be acceptable.
- 8.33 Refuse storage: The proposal would include a bin refuse within the building. The refuse strategy would comprise the collection vehicle to enter the site and reverse within the car parking area to exit in forward gear which would be acceptable.

Impacts on Trees, Flooding and Sustainability

- 8.34 Trees: The site itself comprises hardstanding and single-storey garages. Mature trees are located in neighbouring rear gardens and the canopies marginally overhang the site along the northern boundary. There is a single mature tree within the site boundary of 19 Grasmere Road. The proposed development would not involve the loss of any on-site trees and the existing trees surrounding the site would be retained and protected as per the submitted arboricultural method statement.
- 8.35 Furthermore, the development would be an enhancement to the existing situation, it would include soft landscaping and planting of trees, secured by condition.
- 8.36 Flooding: Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario. The site falls within Flood Zone 1, the application included a flood risk assessment and a drainage statement which was checked against the relevant policies and LLFA. The submitted documents were acceptable and a condition for further information to demonstrate understanding and adequacy of proposed strategy is recommended.
- 8.37 Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.

- 8.38 Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.
- 8.39 Contaminated Land: Given the history of the site and that private and communal gardens would form part of the development, a standard Contaminated Land Condition to ensure the safety of future occupiers.
- 8.40 The scheme would ensure the creation of a healthy community with access to open space, promote cycling and walking.
- 8.41 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools

9.0 CONCLUSION

- 9.1 Whilst it is accepted that the scheme would result in the loss of existing garaging, there is no justification to retain such uses, especially in view of the urgent need to deliver more homes and specifically affordable homes.
- 9.2 The proposal would result in redevelopment of the site which would contribute to local housing need by providing a total of nine new affordable rented homes within the Borough. The design of the development is well-considered, internal spaces would comply with space standards, and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking and energy systems are all acceptable in principle and can be secured by condition. It is therefore recommended that planning permission is granted.
- 9.3 All other relevant policies and considerations, including equalities, have been taken into account.