

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/06067/FUL
 Location: 3 Croham Valley Road, South Croydon, CR2 7JE
 Ward: South Croydon
 Description: Demolition of existing building (3 Ballards Farm Road). Erection of a five storey building (two storey fronting Ballards Farm Road with basement levels) comprising 7 flats with creation of new access off Croham Valley Road, parking areas, refuse storage and landscaping
 Drawing Nos: CRV3_036, CRV3_024_P7, CRV3_023_P7, CRV3_011_P7, CRV3_013_P7, CRV3_012_P7, CRV3_014_P7, CRV3_015_P7, CRV3_021_P7, CRV3_017.04_P7, CRV3_017.03_P7, CRV3_017.02_P7, CRV3_017.01_P7, CRV3_019_P7, CRV3_007_P7, CRV3_008_P7, CRV3_009_P7, CRV3_010_P7, CRV3_006_P7, CRV3_17_P7, CRV3_022_P7, CRV3_019_P7, CRV3_016_P7, Arboricultural Method Statement
 Applicant: Kris Maj, Cobalt Construction
 Agent: Duncan Clendenan, Urban Development
 Case Officer: Louise Tucker

	1 bed	2 bed	3 bed
Proposed	3	1	3

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	16

1.1 This application is being reported to Planning Committee because the Ward Councillor (Councillor Gatland) has made a representation in accordance with the Committee Consideration Criteria and requested Committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

- a) A financial contribution of £10,500 towards highway management measures and the delivery of sustainable transport initiatives in and around Croham Valley Road and neighbouring streets
- b) And any other planning obligations considered necessary

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

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

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Details of materials including samples prior to above ground works including retaining walls
3. Construction Logistics Plan to be submitted prior to any development on site
4. Final landscaping scheme to be provided including biodiverse planting and defensible planting outside flat 1 and 1
5. Further landscape design details to be provided for both the decks and sides of the building including soil details (makeup, depth, retention methods and slope reinforcement), upstands to edge of decks, drainage of decks, permeable parking area materials, green wall screens between balconies, Planter screens to flat 7 terrace)
6. Green roof and green wall specification and details to be provided
7. Landscape maintenance strategy and schedule (including monitoring during plant establishment to avoid impacts of rainwater and wind washing, human-safe system for maintenance, party to be responsible for the landscaping maintenance for the lifetime of the development) to be submitted prior to occupation
8. Submission of the following to be approved and thereafter retained: Cycle and refuse storage, boundary treatments and enclosures, disabled parking space, EVCP (including spec and passive provision), lighting, finished floor levels, balustrading spec and materials, private amenity space, bike groove on steps, ramp materiality, lighting, visibility splays)
9. In accordance with arboricultural assessment, tree protection measures to be agreed
10. No windows other than as shown
11. No works to trees undertaken during February and August - bird nesting season
12. One unit to be M(4)3
13. Two units to be M(4)2
14. Permeable forecourt material (forming part of SUDs scheme)
15. Accesses, step free access and visibility splays provided as specified
16. Waste management strategy including quotes from waste collection companies if required
17. CO2 reduction
18. 110litre Water usage
19. Submission of detailed drainage strategy prior to above ground works
20. In accordance with energy statement
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Granted subject to a Section 106 agreement
- 2) Community Infrastructure Levy
- 3) Code of practise for Construction Sites
- 4) Ecology
- 5) Thames Water informative

6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

2.5 That if by 19th February 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

3.1 Full planning permission is sought for the following:

- Demolition of the existing house (3 Ballards Farm Road)
- Erection of a five storey flatted block to create a total of 7 new dwellings in a building designed to cascade down the slope of the site
- Modification of existing vehicular access off Ballards Farm Road to serve 3 parking spaces
- Creation of vehicular access point off Croham Valley Road for provision of 3 parking spaces
- Provision of amenity spaces and associated refuse and cycle stores



Figure 1 Proposed CGI from Croham Valley Road

3.2 During the course of the application amended plans have been received. The type and scale of changes did not trigger the need for a re-consultation. The main alterations to the scheme have been as follows:

- Submission of further detail and amendments to the deck landscaping proposals
- Alteration to materials, side access paths and site frontage including a reduction in 1 parking space and provision of refuse storage

Site and Surroundings

- 3.3 The application site is on the southern side of Ballards Farm Road currently occupied by a large detached dwelling and its rear garden, adjoining Croham Valley Road to the rear. Land levels slope steeply up from south to north. There is an existing access point and parking area off Ballards Farm Road.
- 3.4 In terms of policy constraints, the site itself is not subject to any designations.
- 3.5 The surrounding area is predominantly residential and made up of large detached dwellings in generous plots, although there is some flatted development and some recently consented flatted schemes in the vicinity. The site has a PTAL rating of 2, indicating poor access to public transport links.

Planning History

- 3.6 There is no planning history of relevance on the application site itself, but the following planning application on nearby sites is considered worthy of mention:

8 Croham Valley Road:

20/02218/FUL - Demolition of existing dwelling and erection of a three storey building to provide 9 residential units, with associated landscaped areas including children's playspace, vehicular access, parking, cycle and refuse storage – Under consideration

5 Croham Valley Road:

19/03628/FUL - Demolition of the existing property followed by a replacement development of 6 houses (3 houses fronting Croham Valley Road and 3 houses fronting Ballards Farm Close), gardens, car parking, new accesses, refuse and recycling – Permission granted 9.9.20

[OFFICER COMMENT: The proposed scheme has been designed so as not to prejudice this development coming forward, but also to respect the existing adjoining occupier should this development not come forward]

6 Croham Valley Road:

19/05034/FUL– Demolition of existing house, erection of a two storey building plus roof space to provide 9 apartments, provision of 8 car parking spaces, refuse store and new landscaping – Permission granted 18.05.2020

10 Croham Valley Road:

16/04907/OUT – Demolition of existing dwelling, erection of a building comprising 8 two bedroom flats, formation of vehicular access and provision of parking area with 8 spaces, cycle and refuse stores.– Permission granted 12.05.2017

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development is acceptable given the national and local need for housing.
- The proposal would provide 7 new homes, including 3 x 3 bedroom homes.
- The innovative and landscape focussed approach to the development of the site is appropriate, according with the thrust of guidance contained within the Suburban Housing Design SPD.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- Sustainability and environmental aspects of the development and ensuring their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification of the application (including a re-consultation on amended plans received) are as follows:

No of individual responses: Objecting: 49 Supporting: 0 Comment: 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:

Objection	Officer comment
<i>Visual amenity</i>	
Overdevelopment of the site	Addressed in Sections 8.2-8.12 of this report.
Character – Out of keeping/obtrusive scale/poor design	Addressed in Sections 8.5-8.12 of this report.
<i>Impact on amenities of neighbouring properties and future residents</i>	
Loss of light to neighbouring properties	Addressed in Sections 8.18-8.28 of this report.

Overlooking and loss of privacy for neighbours	Addressed in Sections 8.18-8.28 of this report.
Poor quality accommodation for residents	Addressed in Sections 8.15-8.17 of this report.
<i>Transport and parking</i>	
Inadequate parking provision	Addressed in Sections 8.29-8.36 of this report.
Construction traffic and disruption	A condition will be imposed requiring a Construction Logistics Plan to ensure construction activities do not cause undue disturbance to the highway network.
Traffic and access, safety	Addressed in Sections 8.29-8.36 of this report.
<i>Other matters</i>	
Impact on flooding and drainage	Addressed in Section 8.37 of this report
Impact on trees and habitat	Addressed in Section 8.13-8.14 of this report
Croydon doesn't need more homes/should be delivered elsewhere in the Borough	Addressed in Section 8.2-8.3 of this report
Sustainability issues	Addressed in Sections 8.38 of this report
Exacerbate impact on already strained services i.e. doctors, dentists, schools.	The application is CIL liable. Addressed in Section 8.39 of this report.
No affordable housing	This is a minor application, and there is not a requirement under current policy to provide affordable housing.
Driven by profits to Council	Inaccurate and not a material planning consideration
Construction impacts of other developments on Croham Valley Road	This is not material to the determination of this application. The construction impacts of this development are being managed.

Loss of view	Not a material planning consideration
Inadequate consultation with residents	Consultation was carried out in accordance with Council protocol and statutory requirements.
Structural risk from excavation	Whilst the proposed development will require some degree of excavation, the design approach seeks to minimise this by utilising the existing topography which is considered to be appropriate. Notwithstanding this, structural safety and foundations are covered by Building Regulations.

6.3 The following Councillor has made representations:

Cllr Maria Gatland (South Croydon Ward Councillor) objected and referred application to committee:

- Replacing a single detached house with a five storey building is an overdevelopment of the site
- This particular location could be described as semi-rural and the size and design of the proposed building damages rather than enhances the local area

6.4 Croham Valley Residents' Association referred the application to Planning Committee and objected as follows:

- Overdevelopment of the site
- Overbearing incompatible development by virtue of its bulk, mass and very poor design which is a complete eyesore and totally out of character
- Unattractive shape and style with 5 different floor levels
- Building of 7 flats does not respect and is totally out of character
- Loss of privacy and visual intrusion due to balconies
- Need for considerable amount of excavation and earth moving – alter water table, risk of flooding, changing slope of site, disturbing wildlife, affecting nearby vegetation
- The flats will have more than 1 car and no ability to park on Ballards Farm Road – parking will take place on Croham Valley Road
- Lack of shared amenity space for residents of these flats
- This development should be considered alongside the scheme at 5 Croham Valley Road
- Croydon is the only London Borough that is ahead of its housing targets, why are the Council approving this type of development instead of in vacant central Croydon buildings and brownfield sites

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any

other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

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

- Delivering a sufficient supply of homes
- Promoting sustainable transport;
- Achieving well designed places;

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan 2018

- SP2 Homes
- SP6.3 Sustainable Design and Construction
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character

- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- SP7 Green Grid
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

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

7.7 Emerging London Plan

7.8 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and 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.

7.9 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger than the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

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

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

- D4 Delivering good design

- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Affordable housing and housing mix
3. Townscape and visual impact
4. Trees, landscaping and biodiversity
5. Housing quality for future occupiers
6. Residential amenity of neighbours
7. Parking and highway safety
8. Flood risk
9. Sustainability
10. Other planning matters

Principle of Development

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

8.3 This presumption includes this established residential area within South Croydon. The application proposes the replacement of an existing dwellinghouse with 7 new homes. As such, providing that the proposal accords will all other relevant material planning considerations, the principle of development is supported.

Housing Mix

- 8.4 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing property would not be classed as a small family home. Notwithstanding this, 3 of the proposed homes are three bedroom properties, including 2 duplex units. The policy requirements in this respect would therefore be satisfied, with the scheme contributing towards much needed family accommodation in the Borough.

Townscape and Visual Impact

- 8.5 Croham Valley Road is generally characterised by detached and semi-detached residential buildings, of mixed scale and design but most typically two storey with pitched roofs. Some infill development, for example to the immediate east of the site, has taken place and there are some flatted developments built or consented in the wider area (including on the immediately adjacent site no.5), all taking varying site specific approaches to redevelopment.
- 8.6 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) The scale, height, massing and density; c) The appearance, existing materials and built and natural features of the surrounding area.
- 8.7 Section 2.8 of the Suburban Design Guide SPD (2019) provides guidance on acceptable approaches to character for suburban intensification schemes. The first of these approaches, 'Innovative and Original', encourages schemes to use unique solutions that respond to the context of the site through contemporary use of form, materiality and detailing. It goes on to clarify that this may be different from the predominant local character, but must respect it nonetheless and demonstrate high quality design in the proposal. Section 2.7 of the SPD (2019) further states that development does not need to replicate existing qualities in an area, but should seek to respond to character through the chosen approach.
- 8.8 Through a review of the site and local character, the proposal has been developed to respond to both the steep land level change on the site and its adjoining neighbours, and the verdant and well landscaped character along the road and within the Green Belt to the north. The scheme is an innovative and original approach which combines these two elements, utilising the steep existing topography of the site and integrating with the existing hillside, with a landscape focussed approach used to reflect surrounding green character and soften the visual impact of the built form. The building cascades down from north to south working with the land levels, with an intensive landscaped deck on each level making greenery and planting central to the concept of the proposal. It is considered this is an acceptable approach to developing the site in making use of its constraints in a bold and interesting way, as encouraged by the SDG.



Figure 2 Proposed CGI from Croham Valley Road

- 8.9 The proposed building would front both Croham Valley and Ballards Farm Road as is consistent with the surrounding pattern of development, reflecting the varied building lines with parking areas proposed on the frontage. The building would appear from the Ballards Farm Road streetscene as a two storey contemporary property (see figure 3), and whilst the building would appear as five storeys from Croham Valley Road, as described above it is integrated into the hillside minimising the visual impact and is single storey where nearest to the road. Therefore, whilst described as a five storey building, its tallest point is three storeys to the top of the building. Architecturally, a clean and contemporary style is proposed, with the dominant material a multi stock brick to reflect local context and provide a robust structure to support the planted areas, which will retain its appearance and quality in the long term. This is contrasted with metal cladding and green wall on the Ballards Farm Road frontage to emphasise the entrance as a feature. Cycle and refuse storage are integrated either into the building envelope or the front landscaped bank to avoid clutter and avoid disruption and detraction from the simple form of the building. Conditions requiring the exact materials and detailing, along with finalised design for the refuse and cycle stores are recommended. The scale and massing of the development and the architectural approach is considered acceptable.



Figure 3 Proposed streetscene – from Ballards Farm Road

- 8.10 Clearly the quality of the landscaping is critical to this scheme, and officers have worked with the applicant to ensure the type and arrangement of the proposed planting and green roofs are deliverable, of good quality and can become established over time. This has included amendments and additional information sought through the application process to make the landscaped decks appear as natural and as integrated with the building as possible, including sections through and across the decks and details of the boundary relationships to allow mature planting to be introduced here. This has resulted in retaining walls on each deck serving a dual purpose of supporting the planting areas but also bounding the proposed private amenity space for residents creating a better integrated solution. Whilst officers are satisfied that the current level of information provided is sufficient to demonstrate that the proposed landscaping can be achieved and would be of high quality, the level of detail is to be developed through a set of conditions to secure the final elements as the more detailed construction drawings are produced. This includes deck drainage, deck edge detailing, soil reinforcement and green wall product, as well as finalisation of a maintenance strategy and schedule identifying the party responsible for management of the planting for the lifetime of the development. With conditions, it is considered the landscaping scheme is acceptable and complementary to the development of the site.
- 8.11 A number of developments have been approved in the immediate area, with a variety of styles and appearances. As has been established when some of the other schemes were considered, there was significant variety in built form in the immediately surrounding area. As set out above, this proposal has an innovative design and appearance, but elements of it are informed by the local character. Due to the existing variety in built form and the use of references to the local area, the cumulative impact of this development and others consented is acceptable.
- 8.12 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of being an innovative design which responds to local character. Officers are further satisfied, taking into account the relationships with neighbouring buildings, along with accommodating sufficient space for adequate levels of parking and landscaping, that the development delivers the optimum level of development for the site in this location.



Figure 4: CGI showing landscaping

Trees, landscaping and ecology

8.13 The site is not covered by a Tree Preservation Order. There are some 8 trees and 2 hedges on site which would be removed to accommodate the proposal. All of these are of lower quality (graded Category C or U) apart from 1 Category B graded bay tree. After careful consideration and taking into account the location and amenity value of the Category B graded tree (within the site behind the existing dwelling), and the scope for extensive replacement landscaping as part of this planting focussed scheme, it is considered the proposed tree removal can be accepted. The applicant has committed to provide a robust landscaping and replacement planting scheme for the site, which provides the opportunity to plant new specimens of higher quality and longevity as part of the scheme. Officers are satisfied that there is scope to provide this within and integrated with the proposed layout, which can be established and managed as part of the future development. Alongside this, whilst not preserved, tree protection measures are proposed for those trees being retained including those within neighbouring sites, of particular importance on the boundary with no.1 Croham Valley Road. The proposed Tree Protection Measures can be secured by condition.

8.14 The existing dwelling sits within a relatively well managed garden with a parking area and driveway off Ballards Farm Road. Whilst there is a Site of Nature Conservation Importance further to the north of the site, this is a large wooded area separated from the site which is bound by roads on either side. In this context it is considered the risk of impact on protected species is low. Given the replanting to take place on the site, again it is considered there is an opportunity to increase biodiversity on the site with planting to encourage wildlife and native species. This is to be included as a condition. Further conditions can ensure that the site is cleared and trees felled outside of bird nesting periods and other sensitive times to ensure that the impact on biodiversity is minimised. If protected species are identified on site during the course of construction

any species and/or their habitat would be protected under the Wildlife and Countryside Act of 1981. An informative has been included to draw the applicant's attention to this.

Housing Quality for Future Occupiers

- 8.15 All of the proposed new homes would meet (or in the majority of cases exceed) the internal dimensions required by the Nationally Described Space Standards (NDSS). All would be south facing with generous outlook over the landscaped terraces, providing adequate levels of daylight/sunlight for future occupiers.
- 8.16 Each unit would have access to an area of private amenity space, but it is noted however that the development would not provide communal amenity space or communal child playspace. Providing this on one of the landscaped decks was considered but gave rise to concerns of privacy for the adjoining flat, concerns that the appearance of the necessary screens and fences interrupted the design of the proposal and some safety concerns regarding the play area and so officers are satisfied that it cannot be provided with the proposed development form. The extent of planting which could be accommodated on the decks would have had to be reduced or would not be able to become established to the detriment of the scheme quality. To offset this, the proposed units all have private amenity in excess of the minimum standards and 5 out of the 7 units are oversized internally. Each unit has its own area of external storage within the building for bulky items. Specific consideration for the amenity for the family units has been incorporated, with flat 7 benefitting from a large green terrace of 37sqm in total (see below image) and the 2 x 3 bedroom duplex units having access to outdoor private space on both levels. On balance, taking these factors into account along with the high quality design and that these private areas are more likely to be used than a communal area in this type of scheme, the accommodation quality is considered acceptable. Further details of the amenity arrangements along with landscaping are to be secured at condition stage.



Figure 5: CGI showing landscaping

- 8.17 London Plan policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The London Plan recognises that securing level access in buildings of four storeys or less can be difficult

and that consideration should also be given to viability and impact on ongoing service charges for residents. The draft London Plan allows for the requirement to be applied flexibly in exceptional circumstances. The arrangement of accommodation is not typical in its layout. There is no point at which all five storeys are directly above each other so a lift core could not pass through the entire building without requiring further excess excavation. For this reason it is considered that exceptional circumstances exist and the policy should be applied flexibly, as it is not possible to accommodate a lift within the development. However flats 5 and 6 have step free access from Ballards Farm Road and can be M4(3) compliant (to be secured by condition), and duplex units 1 and 2 have step free access to the ground floor from Croham Valley Road and are M4(2) compliant (also to be secured by condition), with enough space for a lift to be accommodated if need be. Given the steep land levels and stepped access to the other units, these cannot be made wheelchair accessible. In these circumstances this arrangement is considered acceptable, with step free access as specified to be secured by condition, and a disabled parking space for the site to be agreed at condition stage.

Residential Amenity for Neighbours

8.18 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include a loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. The main properties that would be affected by the proposed development are the adjacent dwellings on Croham Valley Road – nos.1 and 5, which also has consent granted for a redevelopment scheme that must be considered.

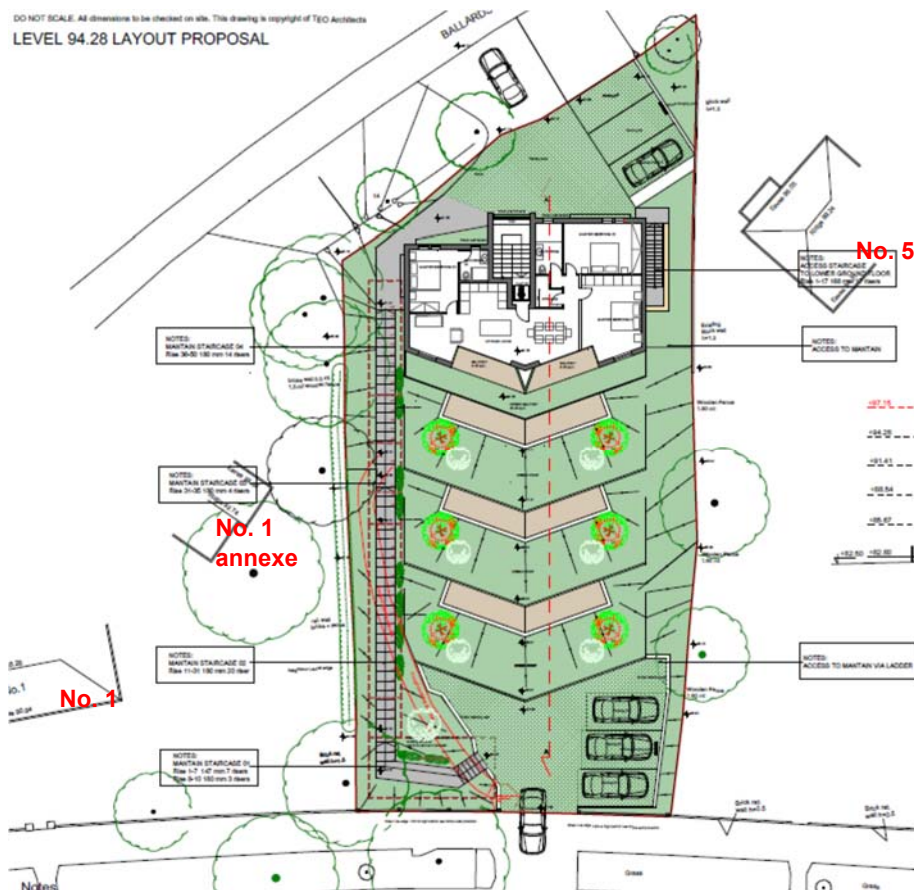


Figure 6: Adjoining site relationships

1 Croham Valley Road

- 8.19 No.1 is located to the west of the site. This property sits within a substantial plot, and is a single family dwellinghouse with adjacent annexe closest to the application site.
- 8.20 The main dwelling sits some distance from the boundary, and as such would be far enough away from the building (approximately 18m at the closest point) not to experience a harmful loss of light and outlook. The adjacent annexe would be in closer proximity (approximately 8.5m), and whilst this building does have first floor side facing windows these are at an angle to the boundary facing in a north easterly direction. Planning history for this property shows these are secondary windows, with unrestricted outlook for occupiers being retained facing away from the site. Notwithstanding this, the proposed building would be built into the site minimising its visual impact with extensive landscaping being introduced to soften the appearance. The proposed side access path to some of the units would be adjacent to the boundary but in a similar location to that existing on site and existing trees in the neighbouring site would be retained. The positioning of the two storey element on Ballards Farm Road would largely shield the adjacent site from any potential for disturbance from headlights, and given there is an existing parking area in place this impact would not be considered significantly more harmful than the existing arrangement. Conditions would secure details of planted screens on the western side of the terrace serving flat 7 to prevent views towards no.1.
- 8.21 With conditions, the proposed development would be acceptable in terms of impact on residential amenity of the occupiers of no.1.

No.5 Croham Valley Road

- 8.22 No.5 is a single family dwellinghouse located directly to the north east of the application site.
- 8.23 This property sits angled within its plot in the same manner as the application dwelling, with main outlook to the north west and south east. This would mean outlook would be largely uninterrupted by the adjacent proposal. There are flank windows facing towards the site (6.5-12m away where the side wall splays away), but according to the planning history of this property these are all secondary windows. The property sits on a higher land level than the application site, and coupled with the design of the proposed scheme being set down into the site, it is considered the impact in terms of loss of light and outlook would be acceptable.
- 8.24 In terms of privacy, there is one proposed east facing window serving a bedroom but considering this is at ground floor and no.5 sits on a higher land level, there is not considered to be any harm caused through overlooking. All proposed amenity spaces would be recessed into the building preventing side views towards no.5. The exception is to flat 7 which would have a larger terrace, but part of this amenity space would be recessed and main views would be to the south towards Croham Valley Road. A condition is necessary to secure details of planted screens on the eastern side of the terrace to prevent views into the adjacent garden however, which would make the development acceptable in terms of privacy.

Highway Safety, Access and Parking

- 8.29 The site has a PTAL rating of 2, which indicates poor accessibility to public transport, however, the site is located in close proximity to local bus stops and is served by two bus services (64 and 433 bus routes); linking Thornton Heath Pond with New Addington via Selsdon and Central Croydon and linking Addington Village with East and West Croydon Stations.
- 8.30 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit and for 4 bedroom units up to 2 spaces. Under the provision of the London Plan requirements, a maximum of 8.5 off-street spaces would be required for the proposed development, and the current proposal is providing 6 parking spaces. In a worst case scenario therefore, an overspill of 2.5 spaces could occur onto the public highway.
- 8.31 The SDG (2019) supports lower parking provision than the maximum car parking standards set in both the current and draft new London Plan. It is worthy of note that census data for the ward suggests that the scheme would be likely to generate a demand for around 5 cars. The applicant has submitted a transport statement, including the results of a basic parking stress survey. This survey does not appear to accord with the Lambeth methodology (the required standard for surveying and analysing parking stress) and it is not clear how capacity on street has been measured, given the significant amount of spaces identified as available on surrounding roads compared with similar surveys undertaken for development schemes on nearby sites for recent applications and officer observations from site visits and knowledge of the area. Therefore limited weight has been given to the results of this survey. Notwithstanding this, as with the consideration of the scheme at 8 Croham Valley Road (also for determination on this meeting agenda), data from previous parking surveys is available which is considered to be a more accurate representation of parking stress in the area and with a similar survey area to this application site being almost directly opposite. This concludes that, if the scheme at 8 Croham Valley Road was approved, there would still be 15 available on street spaces out of a total of 34 spaces, resulting in a parking stress of 56%. This indicates that there would be sufficient on street capacity to accommodate up to 2.5 spaces on the highway (worst case scenario) if required, resulting in 12.5 on street parking spaces available and a resultant parking stress level of 63%. This would be within acceptable stress levels, 85% generally being considered saturation point. It is therefore considered 6 spaces for 7 units is an appropriate amount of parking for this development. A condition will ensure one space is provided as a disabled parking space, along with a requirement for electric vehicle charging points to be provided and all spaces to have passive provision for installation of future points.
- 8.32 Policy SP8 and DM29 seeks to manage use of the private car and promote sustainable travel. DM30 requires a car club space to be provided on minor residential schemes, where there is likely to be interest from an operator. Whilst there is sufficient parking on site and on street to ensure that the impact on the network is satisfactory, sustainable travel should still be promoted in accordance with these policies. Therefore, a contribution is recommended, and has been agreed with the applicant, towards the provision of sustainable travel measures, most likely to be traffic management measures on Croham Valley Road (to ensure that the bus route is not

affected by any overspill parking) and the provision of a car club space in the local area, which will help mitigate overspill parking as well as encouraging sustainable travel. Similar arrangements have been agreed with the developers of 5 Croham Valley Road, 6 Croham Valley Road, 8 Croham Valley Road and the R/O 31-33 Croham Valley Road when these schemes were determined. Taking into account the site's accessibility to public transport, relevant car ownership data and capacity for on-street parking to accommodate any overspill, the proposal would provide for an appropriate number of parking spaces which would not detrimentally impact highway safety within the surrounding area.

- 8.33 There is scope to provide the required visibility splays and vehicles should be able to turn on site and enter and exit the car parking bays (from both Croham Valley Road and Ballards Farm Road) in forward gear. The change in the number of vehicles using Ballards Farm Road would be relatively minimal and existing highway conditions would be suitably maintained.
- 8.34 Cycle storage would be provided both within individual units where possible (where there is excess floorspace to do so) and also within an integrated store at lower ground level accessed from the parking area off Ballards Farm Road. Whilst this is not ideal, this is considered to be the most feasible arrangement to allow the proposed units to benefit from the southern aspect and avoid clutter from an external store on the site frontages, as well as providing a safe and secure arrangement for the occupiers of the units.
- 8.35 Indicative refuse storage and collection arrangements have been shown. This would include a refuse store integrated into the flank of the building on the Ballards Farm Road side, and a separate store integrated into the landscaped bank on the Croham Valley Road side. The principle and location of the stores are considered acceptable, however submission of finalised details along with a waste management strategy detailing a waste management company if required will be secured by condition, along with the detailed information on the appearance of the bin stores, to be incorporated into the landscape strategy and the flank facade.
- 8.36 In order to ensure that the proposed development would not have any adverse impact on the highway network or on the surrounding residents, a Demolition, Construction Logistics and Environmental Management Plan (CLP) will be required by pre-commencement condition. This is of particular importance given the narrowness of Ballards Farm Road. This should outline measures to minimise noise and dust impacts, and disruption to neighbours.

Flood Risk

- 8.37 Whilst the site itself is not located within an area at risk of surface water flooding, both adjacent roads are and as such the site is located within a critical drainage area. A pre-commencement condition is imposed to secure details of sustainable urban drainage systems to be implemented. The landscaped areas provide good opportunities for this, along with the use of permeable surfaces for hardscape areas.

Sustainability

- 8.38 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO₂ reduction targets. A condition will be attached to ensure the proposal is designed to achieve carbon reduction and water usage targets.

Other Matters

8.39 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the Borough, such as local schools.

Conclusions

8.40 The site is in an acceptable location for new housing development, and the innovative landscape focussed approach to develop the site whilst utilising its topography is considered high quality and is supported by the SDG. The new dwellings would provide a unique accommodation offer of good quality, supported by an appropriate level of car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period, and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions. The scheme does not provide communal amenity or playspace and not all units can be accessible but the positive elements of the design of the scheme and the additional floor space and private amenity space provided outweighs these negative elements. Officers are satisfied that the scheme is worthy of a planning permission.

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