

PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/02218/FUL
 Location: 8 Croham Valley Road, South Croydon CR2 7NA
 Ward: South Croydon
 Description: 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.
 Drawing Nos: DHA/14226/01, DHA/14226/02, DHA/14226/03, DHA/14226/04, DHA/14226/05, DHA/14226/06, DHA/14226/, 7650, DHA/14226/11 Rev B, DHA/14226/12 Rev D, DHA/14226/13 Rev D, DHA/14226/14 Rev E, DHA/14226/15 Rev B, DHA/14226/16 Rev C, DHA/14226/17 Rev C, DHA/14226/18 Rev E, DHA/14226/19 Rev C, DHA/14226/20 Rev C, DHA/14226/21 Rev D, DHA/14226/22, DHA/14226/31 Rev C, DHA/14226/32 Rev A, DHA/14226/33 Rev A, DHA/14226/34 and DHA/14226/35.
 Applicant: Fernham Homes
 Agent: DHA Planning
 Case Officer: Karim Badawi

	1B 2P	2B 3P	2B 4P	3B 4P	Total
Existing Provision				1	1
Proposed Provision	0	6	0	3	9

All units would be allocated for private sales.

Number of car parking spaces	Number of cycle parking spaces
7	18

1.1 This application is being reported to Planning Committee following a referral from the Ward Councillor (Councillor Neal) and on receipt of objections in accordance with the Committee Consideration Criteria.

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 £13,500 for sustainable transport improvements, parking control review and enhancements;

- b) Restricting residential parking permit for future occupiers of the development;
 - c) Monitoring fee; and
 - d) And any other planning obligations considered necessary.
- 2.2 That the Planning Committee resolve to GRANT planning permission, 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. 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. Construction Method Statement / Construction Logistics Plan to be submitted;
4. SuDS condition;
5. Details and samples of materials to be submitted for approval;
6. Detailed elevational drawings (Scale 1:10) showing window reveals;
7. Details of soft and hard landscaping
8. Biodiversity Enhancement Strategy;

Pre-Occupation Conditions

9. Car parking provided as specified;
10. Refuse/cycle parking provided as specified;

Compliance Conditions

11. Accessible homes for ground floor units;
12. Restricted opening for upper floor side windows;
13. Action required in accordance with ecological appraisal recommendations;
14. Energy and Water efficiency;
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives:

1. Community Infrastructure Levy;
2. Code of practise for Construction Sites;
3. Light pollution;
4. Requirement for ultra-low NOx boilers;
5. Nesting birds in buildings;
6. LLFA notes on the submitted Flood Risk Assessment; and
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of existing dwellinghouse and erection of a three storey building to provide 9 residential units, with associated landscaped areas including children's playspace to the rear, vehicular access and seven parking spaces to the front and associated cycle and refuse stores.

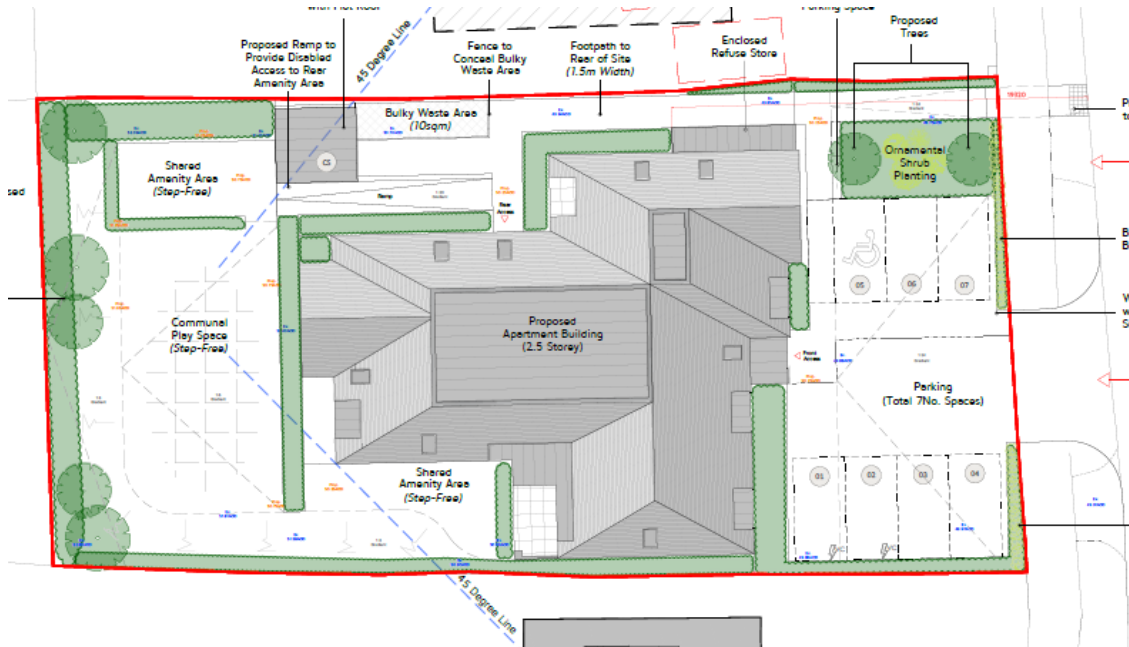


Fig. 1: Proposed Site Plan

- 3.2 Amended plans were received comprised the following:

Site Plan:

- Removal of parking spaces 8 and 9 and their access point and minor changes to forecourt layout and additional highways information
- Further details and amendments to bin storage and cycle storage
- Existing and proposed levels/gradients added to the plans for clarity;
- Amendments to the shared amenity space to incorporate a patio area,

Elevation:

- Changing the front elevation to create an asymmetrical approach, removing the western gable, and creating a wider gable at the eastern end. Render omitted and replaced with brick.
- Changing the glass screening to hit-and-miss brickwork on the side elevation of the balconies.

Additional details:

- Amendments to the Design and Access Statement to include further contextual analysis to justify the proposed design approach, information on the design evolution of the scheme and further information with regards to the proposed amenity space and servicing/delivering strategy;

Site and Surroundings

- 3.3 The application relates to a rectangular-shaped site on the south side of Croham Valley Road with a surface area of 0.1ha. The site's topography ascends towards the rear with a difference of 4.5 metres from street level. The existing building is a two-storey dwellinghouse with a detached single-storey double garage.
- 3.4 Croham Valley Road is a residential street characterised by traditional detached houses. The buildings on the street are varied in design although there are shared design characteristics, including tiled hipped roofs with gable elements, brick and render elevations. The nearby buildings on Croham Valley Road are detached and semi-detached houses, and are generally 2-3 storeys in height (including roof accommodation in some cases).
- 3.5 The site falls within PTAL 2 and outside a controlled parking zone, approximately 20 minutes' walk (1 mile) to South Croydon Centre and Train Station. The site is within a surface water flooding and critical drainage area. The site adjoins Croham Hurst Golf Club to the rear which is a designated Metropolitan Open Land but the site has no trees under TPO.
- 3.6 The site is bordered by two development sites currently under construction, No.10 and No.6; it also faces No.5 which has a planning permission for a flatted development as detailed below.



Fig. 2: Aerial view of the site

Planning History

3.7 The site has a domestic extension history and went through pre-application discussions prior to the submission of the current application..

- 19/05624/PRE - Proposed demolition of existing building an erection of 9 flat.
– Closed 1/07/2020

3.8 Members should be aware of planning permissions in the surrounding area detailed below:

3 Croham Valley Road:

- 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. – 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

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 – 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.– Granted 12.05.2017.

1.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable under the terms of s.106 agreement.
- Trees and sustainability aspects have been properly assessed and the development's impact would be controlled through planning obligations and planning conditions.

2.0 CONSULTATION RESPONSE

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

3.0 LOCAL REPRESENTATION

3.1 The application has been publicised by 27 letters of notification to neighbouring properties in the vicinity of the application site and a site notice. The number of representations received from neighbours and local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 34 Objecting: 34 Supporting: 0

3.2 **Table 1**, below, stated the issues 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 Full assessment within paragraphs 8.2 to 8.9</i>	
Croydon is in need of family housing not flats	The proposal would have 33% family units, all would be three-bedroom flats.
Croham Valley Road is not an intensification area to justify the number of recent developments which is an overdevelopment of the area.	Developments within the area are within windfall sites and are not of an intensification area scale or density.
Proposal exceeds London Density Matrix	The proposal would exceed LDM in habitable room/hectare only, please see below for further details.
<i>Design Full assessment within paragraphs 8.10 to 8.16</i>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.
Inadequate communal amenity areas	Officers are satisfied with the quality of communal amenity and that it would be accordance with policy.
<i>Neighbour Amenity Full assessment within paragraphs 8.27 to 8.34.</i>	
Loss of privacy and visual intrusion to adjoining properties	Both adjoining sites are flatted blocks and the rear of the site is a car park for the golf club.
<i>Traffic & Parking Full assessment within paragraphs 8.35 to 8.47</i>	
Negative impact on the bus stop across the road	The s106 agreement would include financial contributions for restrictions within the bus stop box.
The proposed parking spaces would not be sufficient.	The proposal would include seven car parking spaces. The planning permission would include s.106 obligations manage parking in the local area.

Additional traffic on the road	Croham Valley Road is one of the main routes from central Croydon to Selsdon and beyond. The amount of traffic the development is likely to generate would have a minimal impact on the highway.
Perpendicular parking bays on the road would not work	Amended plans removed these parking spaces from the proposal.
<i>Other matters</i>	
No evidence the Council is monitoring development numbers with ward targets.	The Croydon Local Plan indicates the level of development which is anticipated in each Place of Croydon. These are not targets and are minimum amounts to demonstrate that the Plan has catered for local housing need.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.
Development in the area is changing its social structure.	This proposal and others in the area are small size intensification schemes which are in line with the local adopted planning policies.

3.3 Councillor Michael Neal referred the planning application to the Planning Committee citing the following concerns:

- The proposed development by virtue of its bulk and mass will be detrimental to the street scene
- Over development of the site
- Loss of another family home
- Over densification on the site.
- Over intensification of Croham Valley Road
- Loss of privacy and visual intrusion to properties around the site
- Concerns over parking bays and traffic flow

4.0 RELEVANT PLANNING POLICIES AND GUIDANCE

4.1 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. Such 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 2016, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

4.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised 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;

- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

4.4 Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

4.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity

- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development

4.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

4.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

4.8 Emerging New London Plan

4.9 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 Secretary of State has commented on the Mayor's Intend to Publish version and so it would appear to be nearing adoption. 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.

4.10 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.

4.11 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
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 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

4.12 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.

5.0 MATERIAL PLANNING CONSIDERATIONS

5.1 The principal issues of this particular application relate to:

- A. The Principle of the Development
- B. The Design of the Proposal and its Impact on the Character of the Area
- C. The Quality of the Proposed Residential Accommodation
- D. Impact on Neighbouring Amenity
- E. Impact on Highways, Parking and Refuse Provision
- F. Impacts on Trees and Ecology
- G. Sustainability and Flooding
- H. Other matters

The Principle of Development

- 5.2 Proposed Land Use: Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites.
- 5.3 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.8 above
- 5.4 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of flatted block with a maximum of three-storey height; it would maintain the overall residential character of the area and would be acceptable in principle.
- 5.5 Unit Mix: Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. The proposal would have 33% of the overall mix of accommodation as three-bedroom, which would exceed the strategic target and would ensure a choice of homes of different sizes is available in the borough.
- 5.6 Loss of Existing Land Use: Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130sqm. The existing dwellinghouse is a four-bedroom dwellinghouse and exceeds 130sqm and the development would be acceptable.
- 5.7 Density: The site is in a suburban setting with a PTAL rating of 2; the London Plan indicates that a suitable density level range for such a setting would be 35-95 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha). The site is approximately 0.1 ha and the proposal would have a density of 90 u/ha and 300 hr/ha. Officers note the increased density for habitable rooms when compared to the London matrix. However, the London Plan indicates that it is not appropriate to apply these ranges mechanically, and also provides sufficient flexibility to support higher density schemes (beyond the density range) where they are acceptable in all other regards such as design, quality of proposed accommodation and impact on neighbouring amenity and traffic. As per the below assessment, these considerations would be deemed acceptable; accordingly, the density of the proposal would be acceptable in this instance.
- 5.8 Affordable Housing: The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.
- 5.9 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

Impact of the Development on the Character and Appearance of the Area

- 5.10 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, and, whilst seeking to achieve a minimum height of 3 storeys, it should respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.
- 5.11 Policy DM10 sets out that the cumulative impact of development on the character of the area should be taken in to consideration, whilst acknowledging that the character of suburban areas will change and evolve over time. Therefore, development which changes or evolves the character of the area, either individually or cumulatively, is supported, as long as it is responsive to the character of the area. In relation to this section of Croham Valley Road, the majority of properties are two storeys in wide plots with varied roof form and elevational treatment. Additionally, the topography across the road results in the two-storey properties appearing much higher than the application site's side. Both adjoining plots of the site are under development with a larger building than those existing. Therefore, a varied appearance is already present in the area. While each case needs to be assessed on its own merits, cumulatively, as long as each design respects elements of the character of the area and follows policy and guidance, the proposed developments in the area would be unlikely to have a significantly detrimental impact on its character.
- 5.12 The proposed front building line would mainly follow that of No.10 to the south with a forward step towards the north. The building's overall width would follow approved buildings on both adjoining sites and the overall depth would be similar to that at No. 6 to the north. The site layout would maintain a front garden similar in size to those in the locality. The location of the car parking spaces along the frontages would follow the open front garden character of the area. The current site has no landscaping to the front with open frontage and dwarf walls. The proposal would improve the appearance of the front boundary by introducing hedges and ornamental planting.
- 5.13 The proposed layout would use the existing garden space as a communal amenity area which would maintain its privacy of the road. The layout would include a separate pedestrian access from the main road to the building and the detached cycle stores. The size of the refuse store and its location to the side of the building would reduce its visual impact. Similarly the location of the cycle store to the rear would not reduce its visual appearance from the road.
- 5.14 The proposal would be three-storeys including roof accommodation, the roof would be hipped reducing the overall massing of the building and creating a visual gap with adjoining properties. The height of the development would be in accordance with Policy DM10, the massing of the development would be similar to approved developments in the locality and would represent an evolution to the townscape of the area.



Fig. 3: Proposed Elevation

5.15 The proposal would have features of a traditional design. The gable design and dormers would relate to the approved building at No. 6 while the hipped roof and window fenestrations would relate to the building at No.10, accordingly, the overall design would sit comfortably within the streetscene and, when taken individually or cumulatively with other developments, would have an acceptable impact on the character of the area. The articulation of the elevations would show a clear separation to the internal floorplans and would clearly indicate the communal and private areas. As such, the proposal would show a strong sense of relevant character and would be acceptable.



Fig. 4 :Proposed Streetscene.

5.16 In summary, the proposed layout, massing and design would provide a contemporary approach to a traditional flatted block which would fit with the character of the existing and emerging area. The appearance to the front would follow the essence of materials in the context and the rear would follow the existing site's landscape arrangement. Two tones of brick are proposed. A red brick stock which would closely follow the colour of materials adjacent and a lighter yellow brick which would provide a contrast and break up the massing. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018).

The Quality of the Proposed Residential Accommodation

- 5.17 Internal Areas: Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent.
- 5.18 All proposed units would achieve, and exceed, the minimum standards set in the National Technical Standards (2015) for two- and three-bedroom units. Additionally, the internal rooms would have an appropriate ventilation and size respective to the number of the end-users.
- 5.19 The proposed internal layout for the building would provide a legible development with a main entrance to the main corridor from the front and a side access from the pedestrian pathway that would internally connect the flats with the rear communal amenity and the cycle store. The T-shaped building footprint would result in providing a dual aspect to all proposed units, albeit some of this secondary aspect would be obscurely glazed to the north and south elevations. The decision notice would include a condition for restricted opening to the side windows to ensure each habitable room would have appropriate ventilation and for the provision through ventilation across all flats.
- 5.20 Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 5.21 Accessibility: Policy 3.8 of The London Plan requires 90% of units to meet the M4(2) accessibility standards and 10% to meet the M4(3) standard.
- 5.22 The proposal would have three-storeys internally and would provide a lift which would ensure all units could be adaptable to M4(2) standards. The amended plans provided the ground-floor with a step-free access from the car park and street levels. The plans identified a M4(3) unit with direct access to its private ground-floor generous amenity to the rear. The rear communal area would include a step-free amenity space has been accommodated within the proposals to provide a mix of spaces and suitable amenity areas to a multitude of users which would be acceptable.
- 5.23 Amenity Areas: Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG for private open space.
- 5.24 All units would have private balconies as per policy requirements which would be acceptable. Furthermore, the proposed units would have access to communal amenity with an approximate surface area of 230sqm which would be sufficient to hold the required 21sqm of children playspace along with sufficient space of semi-private retreat. The proposal would rationalise the gradient to the rear to provide a large shared amenity space.
- 5.25 In summary, the proposal would provide adequate, suitable 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.

The Impact on Neighbouring Amenity

- 5.26 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 5.27 The site borders No.6 to the north, No.10 to the west and the car park for Croham Golf Club to the west. The submitted plans, as per below, showed that the proposed building would not encroach on the 45° lines of the nearest windows in plans and elevations of the two adjoining buildings which would be acceptable and would eradicate concerns with overbearing impact, loss of outlook and undue loss of light to these buildings.
- 5.28 Additionally, the proposed side windows would all be secondary to the rooms they serve. The decision notice would include a condition to ensure restricted opening to these windows to avoid inter-overlooking with adjoining buildings and maintain the privacy of all occupiers.

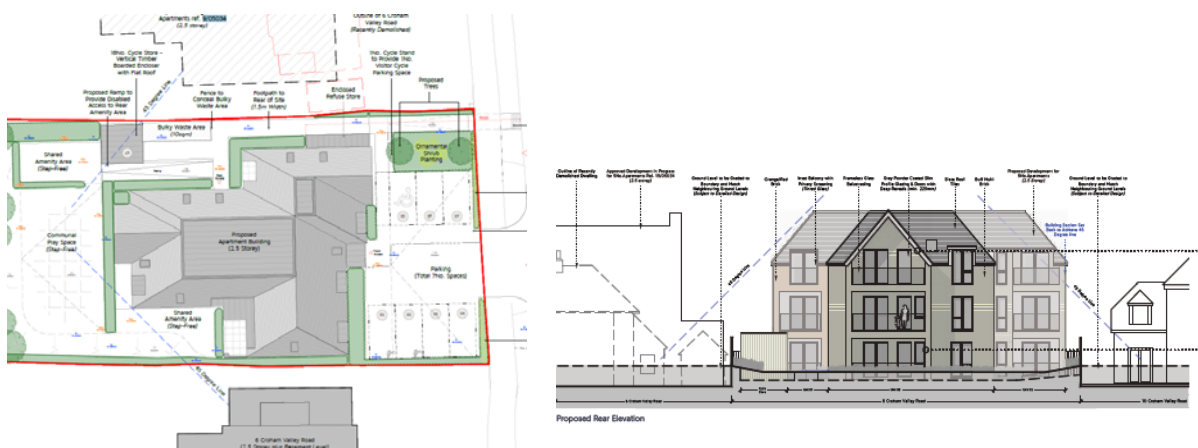


Fig. 5 : Relationship with adjoining properties.

- 5.29 The adjoining buildings are both flatted blocks, the rear amenity areas are communal and is not afforded privacy protection. Nonetheless, the design of the proposal would include hit-and-miss brick to the side of the balconies which would be acceptable.
- 5.30 Considering the above, the proposal took careful consideration to avoid significant impact onto adjoining buildings. As such, the proposal would be acceptable; in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

Impact on Highways, Parking and Refuse Provision

- 5.31 Vehicle Parking: The site falls within PTAL 2 with existing crossover. The proposal would comprise seven vehicle parking spaces to the front of the site accessed from a central dropped kerb.

- 5.32 The proposed parking provision would be seven at a ratio of 0.77. The Draft London Plan states that development within PTAL2 should have a maximum of 0.75 parking ratio, making the maximum requirement under the draft London Plan 6.75 spaces. Accordingly, the proposal would exceed the DLP standards. However, the current London Plan requires up to one space per smaller unit and up to 1.5 spaces per 3-bed unit, resulting a maximum requirement of 10.5 spaces. However, the SDG (2019) supports lower parking provision than the maximum car parking standards set in both the current and draft new London Plan.
- 5.33 In a scenario where parking demand is at a level of 1:1 for the units proposed, this would result in the potential for two vehicles to overspill on to the highway. The parking stress survey submitted with the redevelopment of the neighbouring site concluded that 24 of 34 parking spaces were available. When taking into account the impact of that development and the others approved in the local area, this dropped to 17 parking spaces available, so the existing parking stress level would be 50%. An unacceptable level of parking stress would be at around 85% suggesting that the two overspill spaces created by this development can be accommodated and would result in a total cumulative parking stress in the local catchment of 15 of 34 spaces being unoccupied – resulting in a parking stress of 56%, well below the 85% level. This level of parking stress also allows for the accommodation of any overspill parking from the scheme at 3 Croham Valley Road, currently under consideration.
- 5.34 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 nine unit 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 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.
- 5.35 The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points would be laid as agreed and in accordance to policy prior to occupation. It would also include a pre-commencement condition for Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements and bus services in the area as a result of the construction process.
- 5.36 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 18 cycle parking space. The proposal would have a cycle store showing capacity of 18 bicycles located to the rear north of the site along the pedestrian access route which would be acceptable. The site plan also show a visitor cycle rack to the front of the site. The decision notice would include would include a condition requesting details of the proposed cycle parking layout and manufacturer for the stands prior to occupation.
- 5.37 Waste Management: Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral

element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.

- 5.38 The proposal would include a refuse store located to the north of the proposed building. This store would accommodate sufficient bins for the required capacity of the development. The site plan would also include a dedicated space for bulky waste along the cycle store. The decision notice would include a compliance condition for the submitted details to be on site prior to occupation.
- 5.39 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

Impact on Trees and Ecology

- 5.40 The site does not contain high quality trees, most vegetation sit around its rear periphery and comprises a line of trees separating the plot from the car park area which falls within the designated MOL. The application did not include a tree report, all of the construction work would occur away from existing trees. However, the application included a Preliminary Ecological Survey to ensure lack of impact on existing wildlife.
- 5.41 The site falls outside ecological designated areas; however desk survey on the Multi-Agency Geographic Information for the Countryside (MAGIC) map identifies that the Croham Hurst Site of Special Scientific Interest (SSSI) is approximately 300 to the south west, and there are several Priority habitats, including deciduous woodland and good quality semi-improved grassland within 1km of the site. As the proposal includes demolition of a structure which could support bats, these European Protected Species may be present and would therefore be affected.
- 5.42 Policy DM27 of the Croydon Local Plan (2018) states that '*To enhance biodiversity across the borough and improve access to nature, development proposals should incorporate biodiversity on development sites to enhance local flora and fauna and aid pollination locally;*' The decision notice would include a condition to implement biodiversity enhancements within the development in accordance with policy.
- 5.43 The Council's advisors on ecology reviewed the Preliminary Ecological Appraisal (PEA) relating to the likely impacts of development on designated sites, protected species and Priority species & habitats and concluded that it contained sufficient ecological information available for determination on the application. This provides certainty for the LPA of the likely impacts on protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable. The advice requested that the mitigation measures within the PEA to be secured by conditions to ensure they would be implemented in full to conserve and enhance protected and Priority Species particularly bats and nesting birds.

- 5.44 The advice also supported the proposed reasonable biodiversity enhancements recommended within the PEA to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured prior to slab level. We recommend that this could also include wildlife friendly fencing.

Sustainability and Flooding

- 5.45 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. Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved.
- 5.46 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.
- 5.47 Flooding: The site falls within high risk of surface water flooding and within an area of potential groundwater flooding as per the information provided on the Environmental Agency Flood Map and Croydon's Groundwater flooding map. 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.
- 5.48 The application included a Drainage Note discussing the impact of flooding on the development and the area. This note explained that the strategy would use soakaways to accommodate the surface water generated by the development. However, it lacked infiltration testing, regard to the drainage hierarchy in the London Plan, considerations for the risk of contaminating groundwater and control measures for mitigation, and other requirements from the LLFA checklist.
- 5.49 The decision notice would include conditions for detailed Sustainable Urban Drainage Strategy and infiltration testing in accordance with the LLFA checklist to be agreed prior to the commencement of the development on site. This would ensure lack of impact resulting from the development onto nearby sites as well as suitable water discharge onsite.

6.0 CONCLUSIONS

- 6.1 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 6.2 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.

- 6.3 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 6.4 In addition, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 6.5 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.