

1.0 APPLICATION DETAILS

Ref: 21/01913/FUL
 Location: 31 Roke Road, Kenley, CR8 5DZ
 Ward: Kenley
 Description: Demolition of existing detached 2 storey dwelling and replacement with 3 x 3 storey terraced dwellings with 3 car parking spaces.
 Drawing Nos: PL_001_00 location plan, PL_005_00 topographical survey, PL_050_03 proposed site plan, PL_100_03 proposed ground floor plan, PL_101_03 proposed first floor plan, PL_102_03 proposed second floor plan, PL_103_03 proposed roof plan, PL_200_03 proposed west elevation, PL_201_03 proposed south elevation, PL_202_04 proposed east elevation, PL_203_03 proposed north elevation, PL_300_00 proposed cross section, PL_301_01 proposed long section, PL_410_01 refuse stores DAS 07/21
 Agent: Mr Lewis, Altham Lewis Architects
 Applicant: Novo Homes
 Case Officer: Shanali Counsell

	1 bed	2 beds	3 bed	TOTAL
Existing	0	0	1	1
Proposed (all market housing)	0	0	3 (3x3b5p)	3

Number of car parking spaces	Number of cycle parking spaces
3	6

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

- Objections above the threshold in the Committee Consideration Criteria

2.0 RECOMMENDATION

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

- A financial contribution of £6000 for sustainable transport improvements and enhancements.

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

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

CONDITIONS

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

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Materials / details to be submitted
5. Submission of landscaping, details
6. Tree Survey
7. Submission of SUDS details
8. Construction environmental plan for biodiversity
9. Biodiversity enhancement strategy

Pre-Occupation Conditions

10. Compliance with Arboricultural Assessment and Tree Protection Plan
11. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
12. Installation of EVCPs at 20% active and 80% passive
13. Development in accordance with accessible homes requirements
14. Compliance with Ecological appraisal
15. Compliance with energy and water efficiency requirements
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

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

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3 The proposal is for the demolition of the existing single family dwellinghouse and redevelopment of the site to provide 3 properties that would be arranged into a three storey, stepped terrace. The proposal would provide 3, off street, car parking

spaces to the front of the site, with associated landscaping. Each property would have private amenity to the rear. The site would be accessed via Roke Road.



Site and Surroundings

- 3.1 The application site is located on the eastern side of Roke Road approximately 0.08ha in size. The plot is occupied by a two storey single family dwellinghouse and garage, with a substantial rear garden and generous defensible space to the front of site with a staggered building line. The property has off street parking and dropped kerb. The surrounding area is predominately residential, suburban with a verdant character. Roke Road has an incline from north to south with only one pavement on the western side of the road. The site is not subject to any designations, however is within a PTAL rating of 2 and is within The Kenley Transport Study Area. There is a TPO to the front of the property.



Aerial view of site

Planning History

3.2 Site history is set out below.

Reference	Description	Decision	Date
20/05496/PRE	Demolition of existing dwelling and replacement with 9 apartments over 3 floors in 2 blocks with 6 parking space. (TPO)	N/A	16.02.2021
21/00519/PRE	Demolition of existing dwellinghouse, erection of three terraced dwellinghouses with associated parking provision. (TPO)	N/A	12.04.2021

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.

- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in material considerations

PLACE SERVICES (Council's ecological advisor)

5.2 Originally objected to the proposal but on receipt of further information confirmed no objection subject to conditions [Officer Comment: the conditions are recommended be attached to the planning permission]

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 22 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 81; Objecting: 73; Supporting: 7

6.3 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<i>Character and design</i>	
Overdevelopment of the site	Addressed in paragraphs 8.5-8.15
Building is overbearing, too tall, out of character / not in keeping with the area/loss of garden/ internal layout	
<i>Neighbouring amenity impacts</i>	
Overlooking and privacy concerns	Addressed in paragraphs 8.16-8.22
Impact on daylight/sunlight/loss of light to gardens	
Noise	
<i>Parking</i>	
Insufficient parking will lead to overspill parking on Roke Road	Addressed in paragraphs 8.30-8.36
Insufficient turning space on the site so vehicles will have to reverse onto the which is dangerous	
<i>Other</i>	

Safety to children going to and from school on foot.	Addressed in paragraph 8.34
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
Flats not welcome	The proposed development is for three single family dwelling houses
Increased fire risk	Addressed in paragraph 8.43-8.46
Surface water flooding	Addressed in paragraph 8.39-8.41
Impact on wildlife/biodiversity	Addressed in Paragraph 8.39

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

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions

- SI3 Energy infrastructure
- SI12 Flood risk management
- SI13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- SP6 Environment and Climate Change
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable.

8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme would provide 3b homes and so these policy requirements are met.

8.4 The proposed scheme on the site for 3 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

Height, scale, massing

8.5 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.

- 8.6 Roke Road has a mix of bungalows and two storey properties, immediately adjacent are two storey, detached, dwellings. The redevelopment of the site has been informed by a Critical Character Analysis of the site and surroundings that identify the positive aspects of the local character and clearly demonstrates how this has influenced the proposal.
- 8.7 The SDG states that new developments may be 3 storeys with an additional storey contained within the roof space (as illustrated below). The application proposes 3x 3 storey terraces houses to the front of the site with a staggered building line, to respond to the established rhythm of the street and to break up the mass of the development. The building line has been brought forward of that of the existing property, however this creates a better transition from No. 33 Roke Road to No. 29 Road Road. The height, scale and massing are considered appropriate as the built form does not appear overly dominant, nor does the proposal have an excessively large foot print. Considering that the aim of the proposed scheme and the SDG is to intensify this type of site sensitively, it is reasonable to expect that the typology would change to introduce new elements as a considered evolution of the suburbs.



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

Extract from Suburban Design Guide SPD (surrounding buildings 2 storey detached)



Proposed streetscene elevation – Roke Road

Detailed design

- 8.8 The architectural expression follows a “contemporary reinterpretation” approach to character (SPD2 2.8), which is acceptable. The proposed terrace would appear taller and more slender than the existing property and the adjacent properties to the northern and southern boundaries. Although the introduction of this type of terrace is a new typology along Roke Road, the detailed design aims to tie key elements of the existing architectural aesthetic to the scheme to enable the buildings to meld into its surroundings successfully.
- 8.9 The front elevation has a distinct red brick base and integrated entrance canopy, brick string course with lighter tone brick to the upper floors leading up to a gable roof. The window detailing is purposefully different on each of the buildings to add interest and identity to the three properties. It is considered that the proposal is of high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

Quality of Accommodation

- 8.10 London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.
- 8.11 Given the site constraints the terrace follows a deep plan layout, therefore the floorplans are relatively narrow however the layout had been arrange so that the circulation areas are within the middle of the buildings to allow maximum access to light from the east and west of the site into habitable rooms. Each property would be dual aspect, which will improve cross ventilation, greater flexibility in the use of rooms and be better equipped for future adaptability.
- 8.12 The properties are arranged so that the kitchen/dining and study are at groundfloor level with the main living area on the first floor along with a bedroom and two further bedrooms on the second floor. Whilst this is uncommon to have a living area on the first floor, it is not unacceptable to have this type of arrange
- 8.13 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. The properties all have expansive rear gardens that are characteristic to the area and provide over and above the required private amenity for each property. The front of the properties will be landscaped and will house the refuse area for each property. Given the generous set back from the street the refuse will not be readily visible from the street scene.
- 8.14 . There would be step free access to all three properties and so would fulfil the requirements of Policy D7 of the London Plan as M4(2) units.

8.15 The proposal would provide good quality accommodation for future occupiers in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

8.16 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.

8.17 Representations have been made by the neighbours to the northern and southern boundaries, with regard to impact on overlooking, impact on light and appearing overbearing. The mass of the proposed buildings does not breach the 45 degree line from the closest rear windows of No. 33 Roke Road to the north. There is no breach of the 45 degree line in plan from No 29 to the south of the site however there is a only a minor incursion in elevation. Considering the orientation of the properties and their separation of some 6m, and that the affected property has unobstructed outlook to the rear in an easterly direction and that no other windows are affected, officers are confident that there would be no significant, material, harm in terms of daylight/sunlight to the adjacent occupiers.

8.18 The proposed development would project approximately 6600mm beyond the rear elevation of No. 29 Roke Road with a separation of approximately 5000mm. It is considered that the depth coupled with the separation distance would not result in a development that would appear overly dominant or unneighbourly from the side elevation. The side elevation of the proposed development would not project beyond the rear of No. 33 Roke Road. Both properties would have a separation of 1000mm from the common boundary.

8.19 The proposed development would have one first floor, side elevation window facing the northern and southern boundaries with the adjacent neighbours. The windows would serve circulation areas and would be obscurely glazed. Given this, it is not considered that there would be any material impact on overlooking into the adjoining sites, nor would these windows prejudice the development potential of either neighbouring site.

8.20 The rear elevation windows would offer oblique views into the neighbouring gardens, which is not uncommon of suburban locations, it not anticipated that the views offered from the first and second floor level would have a detrimental impact to neighbouring privacy and so is acceptable.

8.21 Representations were made by No. 26 Park Road to the north west of the site. Given the location of the proposed development in relation to this site and the fact that the use of the rear garden would remain the same as is the existing condition, Officers are satisfied that there would be no additional material impact to these adjoining occupiers.

8.22 Given the scale of development, the noise from residential occupiers would not be out of the ordinary in this residential location so is not a cause for concern.

Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.



Neighbouring properties to the north, south and north east

Trees and landscaping

- 8.23 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. An Arboricultural report has been submitted to assess impacts on trees on and adjacent to the site.
- 8.24 The front of the site slopes away from the road, bound by trees to the north and south. The rear garden is largely laid to lawn with bed and a mix of shrubs and small garden trees. The front garden comprises a concrete driveway and block paved area with large, protected Pine tree growing within a raised grass mound on the south western corner of the site.
- 8.25 The survey was conducted on 18 individual trees and one group of trees; 5 x Category B (including T4 Protected Black Pine), 18x Category C and 2 x Category U, of these trees 12 species were identified (details of which can be found on page 5 of the Arboricultural Impact Assessment).
- 8.26 7 trees are proposed to be removed to facilitate the development; 6x Category C trees and 1x Category U trees. Given the quality of these trees and the number of trees that would be retained, their removal is acceptable and replacement planting can be secured by condition.
- 8.27 The Arboricultural Method Statement outlines the protection measures for the remaining trees along with the specific protection required for the large protected Pine tree to the front of the site. Following consultation, no objections were raised with regard to the projective fencing and/or the ground protection system that has been proposed. It is recommended that a tree survey is conditioned.
- 8.28 Details on landscaping will be required by condition. The proposal is considered to comply with Local Plan policy DM10.8.

Ecology

- 8.29 Updated documents were received with regard to biodiversity mitigation and enhancement measures. Following consultation no objections were received however conditions have been recommended. The information within the Preliminary Ecological Appraisal (Arbtech, October 2021) is supported in terms of the mitigation measures that have been proposed for reptiles, amphibian, birds (including owls) and hedgehogs. The documents go further to ensure connectivity for hedgehogs, provision of bird box and bat boxes, the creation of log/brush piles for reptiles and a wildlife friendly planting scheme.

Access, Parking and Highway Safety

- 8.30 The site has a Public Transport Accessibility Level (PTAL) of 2 which indicates poor access to public transport. The road itself is quite narrow however there is a footway on the western side of road that connects with Oaks Road and Oaks Way to the north and Foxley Road to the south. The road has a speed limit of 20mph. The site is approximately 100m away from bus stops to the north and Kenley Railway Station is approximately 550m to the east of the site. The London

Plan requires *up to* 1 space per dwelling for outer London location with a PTAL of 2 with properties with 3+ bedrooms.

Access arrangements and car parking

- 8.31 The existing and proposed access to the site would be from Roke Road. A new vehicular crossover is proposed to facilitate three car parking spaces, each measuring 2.4 metres by 4.8 meters wide. The maximum requirement within the London Plan for a PTAL 2 area would be 1 space per dwelling and so, the proposed provision meets policy requirements. Representation raised concerned over inadequate provision of parking spaces for 3 family dwellings, however as stated, the proposal meets the London Plan requirements. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking for single family use, especially given that there is public transport provision. Kenley Railway Station is approximately 550 metres east of the site and there bus stops approximately 100m away on oaks Road.
- 8.32 The applicant does not require planning permission to introduce a new cross over on to an unclassified road. Given the constraints of the site (TPO Tree), side by side bays are acceptable in this instance. The Transport Note shows a swept path assessment indicating that cars can manoeuvre in and out of the spaces provided.
- 8.33 A condition will be attached to ensure 20% active vehicle charging points would be provided in line with policy DM30 and Policy T6.1 of the London Plan. The appropriate pedestrian and vehicular sightlines are shown on the site plan.
- 8.34 Concerns have been raised regarding pedestrian safety, with particular concern for children walking to and from school. Whilst it is noted as to the use of the road as an access for schools, the road has a 20mph speed limit and has a pavement on the opposite side, and so it is unlikely that vehicles entering or leaving the development site are going to interact with pedestrians. In any case, information has been provided to show suitable tracking and visibility splays for the carparking.
- 8.35 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.
- 8.36 A Construction Logistics Plan has been submitted however the information that has been submitted is incomplete and so a condition will be recommended.

Cycle parking

- 8.37 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 6 cycle parking spaces for residents and given the scale of development, there is no requirement for visitor parking. Cycle parking has been located to the rear of the property, whilst this is not ideal, given that the application is for single family dwelling houses, this arrangement is acceptable.

Waste / Recycling Facilities

- 8.38 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is located to the front of the development and is of an appropriate size to accommodate the required bins and in an appropriate location for collection by operatives. The location of bulky waste storage has not been provided however this can be included within a landscape plan and will be conditioned.

SuDS, Flood Risk and Energy Efficiency

- 8.39 The site is within flood zone 1 and is at very low risk of surface water flooding. A Surface Water Drainage Strategy has been submitted in accordance with Local Plan policy DM25 and London Plan policy SI13.
- 8.40 All surface water arising from roofed areas would be controlled by direct infiltration through soakaways. Water butts will reduce potable water demand and provide additional SuDS on site. All area of hardstanding on the site will be constructed using permeable paving. Exceedance flows and flows arising from system failure can be accommodated on site within areas of landscaping, soakaway crates and the sub-base hard standing. This will be an improvement to the existing condition.
- 8.41 Final SUDS details will be required by condition.

Energy efficiency

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

Fire Safety

- 8.43 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*
- 8.44 The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that fire appliances can be located to the front of the property on Roke Road, further to this the properties benefit from extensive rear gardens and to the front that would offer easily accessible refuge for occupiers.
- 8.45 The buildings have been designed in such a way to minimise the spread of fire as outlined in points a)-d) in the Fire Strategy Statement.

8.46 The proposed development will ensure that there will be viable access for firefighting equipment appropriate for the size of development. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.

Conclusion

8.47 The proposed redevelopment of No. 31 Roke Road to provide 3 x family houses has been considered accepted in principle, height, scale and massing. It is considered that the scale of development is befitting of a considered approach to intensification in a suburban location.

8.48 The development have been designed in such a way as to mitigate, insofar as possible, the impact of the development on neighbouring properties. It is acknowledged that with any new development a level of impact will occur to existing properties however as the proposed development does not breach 45 degree lines, is staggered and is stepped away from the boundary by 1000mm on either common boundary it is considered that the proposal has made the necessary intervention to protect neighbour amenity.

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

Other matters

8.50 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.51 All other planning considerations including equalities have been taken into account.